

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

You can Stop that Headache
AND ENJOY THE
FEELING OF RELIEF
FROM PAIN
IF YOU USE
CORRECT EYEWEAR.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,581.

號一十八百五千九萬一第

日九廿月元年酉辛

HONGKONG, TUESDAY, MARCH 8TH, 1921.

二拜禮

號八月三年十國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

JUST LANDED

SULLIVAN, POWELL, &
CO., LTD.

EGYPTIAN
CIGARETTES

SUB ROSA No. 2.

SOLE AGENTS.

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A large consignment of **ELWY'S**
SPORTING CARTRIDGES, 12, 16,
and 20 bore, loaded with the Sportsman's
favorite powders—E. O. and SMOKELESS
DIAMOND.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
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A LING & CO.

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HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
Framing.
Canton Marble, a Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing, and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

PEAK TRAMWAY CO.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.00 " " 10 " "
9.00 " " 10.00 " " 15 " "
10.00 " " 11.00 " " 15 " "
11.00 " " 12.00 p.m. " 15 " "
12.00 p.m. " 1.00 p.m. " 15 " "
1.00 p.m. " 2.00 " " 15 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 15 " "

HOLIDAY DAYS
8.50 a.m. to 9.00 p.m. every 15 minutes
9.00 p.m. to 11.30 p.m. every 30 minutes
11.30 p.m. " " " " " "

SUNDAYS
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 15 " "
1.00 p.m. " 2.00 " " 15 " "
2.00 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 15 " "
4.00 " " 5.00 " " 15 " "

SPECIAL CARS—by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS													
Stations	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26
	Local	Local	Through Express	Local	Through Express	Local	Through Express	Local	Through Express	Local	Through Express	Local	Through Express
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (Tat Shee Tsai) dep.			8.00		8.15		8.30		8.45		8.55		9.05
SHUM CHUN dep.			8.05		8.20		8.35		8.50		9.00		9.10
SHUM CHUN arr.			8.10		8.25		8.40		8.55		9.05		9.15
SHUM CHUN dep.			8.15		8.30		8.45		9.00		9.10		9.20
SHUM CHUN arr.			8.20		8.35		8.50		9.05		9.15		9.25
SHUM CHUN dep.			8.25		8.40		8.55		9.10		9.20		9.30
SHUM CHUN arr.			8.30		8.45		9.00		9.10		9.25		9.35
SHUM CHUN dep.			8.35		8.50		9.05		9.15		9.30		9.40
SHUM CHUN arr.			8.40		8.55		9.10		9.20		9.35		9.45
SHUM CHUN dep.			8.45		9.00		9.15		9.25		9.40		9.50
SHUM CHUN arr.			8.50		9.05		9.20		9.30		9.45		9.55
SHUM CHUN dep.			8.55		9.10		9.25		9.35		9.50		10.00
SHUM CHUN arr.			9.00		9.15		9.30		9.40		9.55		10.05
SHUM CHUN dep.			9.05		9.20		9.35		9.45		10.00		10.10
SHUM CHUN arr.			9.10		9.25		9.40		9.50		10.05		10.15
SHUM CHUN dep.			9.15		9.30		9.45		9.55		10.10		10.20
SHUM CHUN arr.			9.20		9.35		9.50		10.00		10.15		10.25
SHUM CHUN dep.			9.25		9.40		9.55		10.05		10.20		10.30
SHUM CHUN arr.			9.30		9.45		10.00		10.10		10.25		10.35
SHUM CHUN dep.			9.35		9.50		10.05		10.15		10.30		10.40
SHUM CHUN arr.			9.40		9.55		10.10		10.20		10.35		10.45
SHUM CHUN dep.			9.45		10.00		10.15		10.25		10.40		10.50
SHUM CHUN arr.			9.50		10.05		10.20		10.30		10.45		10.55
SHUM CHUN dep.			9.55		10.10		10.25		10.35		10.50		11.00
SHUM CHUN arr.			10.00		10.15		10.30		10.40		10.55		11.05
SHUM CHUN dep.			10.05		10.20		10.35		10.45		11.00		11.10
SHUM CHUN arr.			10.10		10.25		10.40		10.50		11.05		11.15
SHUM CHUN dep.			10.15		10.30		10.45		10.55		11.10		11.20
SHUM CHUN arr.			10.20		10.35		10.50		11.00		11.15		11.25
SHUM CHUN dep.			10.25		10.40		10.55		11.05		11.20		11.30
SHUM CHUN arr.			10.30		10.45		11.00		11.10		11.25		11.35
SHUM CHUN dep.			10.35		10.50		11.05		11.15		11.30		11.40
SHUM CHUN arr.			10.40		10.55		11.10		11.20		11.35		11.45
SHUM CHUN dep.			10.45		11.00		11.15		11.25		11.40		11.50
SHUM CHUN arr.			10.50		11.05		11.20		11.30		11.45		11.55
SHUM CHUN dep.			10.55		11.10		11.25		11.35		11.50		12.00
SHUM CHUN arr.			11.00		11.15		11.30		11.40		11.55		12.05
SHUM CHUN dep.			11.05		11.20		11.35		11.45		12.00		12.10
SHUM CHUN arr.			11.10		11.25		11.40		11.50		12.05		12.15
SHUM CHUN dep.			11.15		11.30		11.45		11.55		12.10		12.20
SHUM CHUN arr.			11.20		11.35		11.50		12.00		12.15		12.25
SHUM CHUN dep.			11.25		11.40		11.55		12.05		12.20		12.30
SHUM CHUN arr.			11.30		11.45		12.00		12.10		12.25		12.35
SHUM CHUN dep.			11.35		11.50		12.05		12.15		12.30		12.40
SHUM CHUN arr.			11.40		11.55		12.10		12.20		12.35		12.45
SHUM CHUN dep.			11.45		12.00		12.15		12.25		12.40		12.50
SHUM CHUN arr.			11.50		12.05		12.20		12.30		12.45		12.55
SHUM CHUN dep.			11.55		12.10		12.25		12.35		12.50		13.00
SHUM CHUN arr.			12.00		12.15		12.30		12.40		12.55		13.05
SHUM CHUN dep.			12.05		12.20		12.35		12.45		13.00		13.10
SHUM CHUN arr.			12.10		12.25		12.40		12.50		13.05		13.15
SHUM CHUN dep.			12.15		12.30		12.45		12.55		13.10		13.20
SHUM CHUN arr.			12.20		12.35		12.50		13.00		13.15		13.25
SHUM CHUN dep.			12.25		12.40		12.55		13.05		13.20		13.30
SHUM CHUN arr.			12.30		12.45		13.00		13.10		13.25		13.35
SHUM CHUN dep.			12.35		12.50		13.05		13.15		13.30		13.40
SHUM CHUN arr.			12.40		12.55		13.10		13.20		13.35		13.45
SHUM CHUN dep.			12.45		13.00		13.15		13.25		13.40		13.50
SHUM CHUN arr.			12.50		13.05		13.20		13.30		13.45		13.55
SHUM CHUN dep.			12.55		13.10		13.25		13.35		13.50		14.00
SHUM CHUN arr.			13.00		13.15		13.30		13.40		13.55		14.05
SHUM CHUN dep.			13.05		13.20		13.35		13.45		14.00		14.10
SHUM CHUN arr.			13.10		13.25		13.40		13.50		14.05		14.15
SHUM CHUN dep.			13.15		13.30		13.45		13.55		14.10		14.20
SHUM CHUN arr.			13.20		13.35		13.50		14.00		14.15		14.25
SHUM CHUN dep.			13.25		13.40		13.55		14.05		14.20		14.30
SHUM CHUN arr.			13.30		13.45		14.00		14.10		14.25		14.35
SHUM CHUN dep.			13.35		13.50		14.05		14.15		14.30		14.40
SHUM CHUN arr.			13.40		13.55		14.10		14.20		14.35		14.45
SHUM CHUN dep.			13.45		14.00		14.15		14.25		14.40		14.50
SHUM CHUN arr.			13.50		14.05		14.20		14.30		14.45		14.55
SHUM CHUN dep.			13.55		14.10		14.25		14.35		14.50		15.00
SHUM CHUN arr.			14.00		14.15		14.30		14.40		14.55		15.05
SHUM CHUN dep.			14.05		14.20		14.35		14.45		15.00		15.10
SHUM CHUN arr.			14.10		14.25		14.40		14.50		15.05		15.15
SHUM CHUN dep.			14.15		14.30		14.45		14.55		15.10		15.20
SHUM CHUN arr.			14.20		14.35		14.50		15.00		15.15		15.25
SHUM CHUN dep.			14.25		14.40		14.55		15.05		15.20		15.30
SHUM CHUN arr.			14.30		14.45		15.00		15.10		15.25		15.35
SHUM CHUN dep.			14.35		14.50		15.05		15.15		15.30		15.40
SHUM CHUN arr.			14.40		14.55		15.10		15.20		15.35		15.45
SHUM CHUN dep.			14.45		15.00		15.15		15.25		15.40		15.50
SHUM CHUN arr.			14.50		15.05		15.20		15.30		15.45		15.55
SHUM CHUN dep.			14.55		15.10		15.25		15.35		15.50		16.00
SHUM CHUN arr.			15.00		15.15		15.30		15.40		15.55		16.05
SHUM CHUN dep.			15.05		15.20		15.35		15.45		16.00		16.10
SHUM CHUN arr.			15.10		15.25		15.40		15.50		16.05		16.15
SHUM CHUN dep.			15.15		15.30		15.45		15.55		16.10		16.20
SHUM CHUN arr.			15.20		15.35		15.50		16.00		16.15		16.25
SHUM CHUN dep.			15.25		15.40		15.55		16.05		16.20		16.30
SHUM CHUN arr.			15.30		15.45		16.00		16.10		16.25		16.35
SHUM CHUN dep.			15.35		15.50		16.05		16.15		16.30		16.40
SHUM CHUN arr.			15.40		15.55		16.10		16.20		16.35		16.45
SHUM CHUN dep.			15.45		16.00		16.15		16.25		16.40		16.50
SHUM CHUN arr.			15.50		16.05		16.20		16.30		16.45		16.55
SHUM CHUN dep.			15.55		16.10		16.25		16.35		16.50		17.00
SHUM CHUN arr.			16.00		16.15		16.30		16.40		16.55		17.05
SHUM CHUN dep.			16.05		16.20		16.35		16.45		17.00		17.10
SHUM CHUN arr.			16.10		16.25		16.40		16.50		17.05		17.15
SHUM CHUN dep.			16.15		16.30		16.45		16.55		17.10		17.20
SHUM CHUN arr.			16.20		16.35		16.50		17.00		17.15		17.25
SHUM CHUN dep.			16.25		16.40		16.55		17.05		17.20		17.30
SHUM CHUN arr.			16.30		16.45		17.00		17.10		17.25		17.35
SHUM CHUN dep.			16.35		16.50		17.05		17.15		17.30		17.40
SHUM CHUN arr.			16.40		16.55		17.10		17.20		17.35		17.45
SHUM CHUN dep.			16.45		17.00		17.15		17.25		17.40		17.50
SHUM CHUN arr.			16.50		17.05		17.20		17.30		17.45		17.55
SHUM CHUN dep.			16.55		17.10		17.25		17.35		17.50		18.00
SHUM CHUN arr.			17.00		17.15		17.30		17.40		17.55		18.05
SHUM CHUN dep.			17.05		17.20		17.35		17.45		18.00		18.10
SHUM CHUN arr.			17.10		17.25		17.40		17.50		18.05		18.15
SHUM CHUN dep.			17.15		17.30		17.45		17.55		18.10		18.20
SHUM CHUN arr.			17.20		17.35		17.50		18.00		18.15		18.25
SHUM CHUN dep.			17.25		17.40		17.55		18.05		18.20		18.30
SHUM CHUN arr.			17.30		17.45		18.00		18.10		18.25		18.35
SHUM CHUN dep.			17.35		17.50		18.05		18.15		18.30		18.40
SHUM CHUN arr.			17.40		17.55		18.10		18.20		18.35		18.45
SHUM CHUN dep.			17.45		18.00		18.15		18.25		18.40		18.50
SHUM CHUN arr.			17.50		18.05		18.20		18.30		18.45		18.55
SHUM CHUN dep.													

RANDOM REFLECTIONS.

On cannot always take our entertaining friend "Adversarius" literally, but we may do so, I think, when he says "I fancy I know and realise the ins and outs of Constitutional Reform here better than the best of them." ("them" being "the professional leader-writers"). "Fancy" is the right word, as his subsequent interpretation of the objects of the Constitutional Reform Association shows. It may be, as he says, that the Association does not want "complete democracy"; it is certain from past experience that it would not get it if it did; but if one cannot get more than half a loaf at a time it seems a poor reason for refusing to accept any bread. "Merely to change from one gang to another," we are told, "would be worse than useless, because the Bureaucrats are presumably more disinterested and pure-minded than the Interests." "A Daniel come to judgment!" The statement has not a flaw in it, but, taken in conjunction with its context, it is utterly misleading.

Let us glance at the facts. The Constitutional Reform Association asks for an unofficial majority of one, which, owing to the diverse elements of which it would be composed, could never be expected to wrest control from the official minority voting automatically in accordance with the directions it receives. But, leaving that aside, what, in a nutshell, do the proposals of the Reformers amount to? Merely that the two unofficial members of Council who are now nominated by H.E. the Governor should be replaced by four representatives elected by the British community. The suggestion that this is "merely to change from one gang to another"—from pure-minded officials to the vested interests—is, to say the least, fantastic. Even "Adversarius" and I would be deemed intelligent enough to vote them. I know which side I should plump for, but if "Adversarius" continues to play into the hands of the "Interests," whose motto is *divide et impera*, I will not go bail for him.

My friend must be confusing the local proposal with the demand of the Committee of Official and Unofficial members of the Straits Legislative Council for a nominated unofficial majority. If he is right in his diagnosis of the matter it is curious—is it not—that the Vested Interests in Hongkong, who generally know which side their bread is buttered, have always been opposed to any interference with the existing order of things. The repeated failures of their candidates to secure a seat on the Legislative Council, either as representatives of the Chamber of Commerce or of the Justices of the Peace, despite the limited franchise, has shown them the red light.

Talking of the Legislative Council there is some speculation as to who will be nominated for the seat vacated by Mr. E. V. D. Parr. If the precedent set in Mr. Parr's case is followed there would appear to be three candidates in the running—Mr. G. C. Alabaster, Mr. H. W. Bird, and Mr. A. R. Lowe, all of whom have been elected to serve at one time or another and can, therefore, be said to have a backing.

On dit that the Government is inviting "Chinese gentlemen" to serve in a Commission to investigate the question of the industrial employment of children and to consider the desirability of legislation. Let us hope that in this instance Rumour is more truthful than she is generally reputed to be.

Have you ever noticed that when a reform is suggested in any direction the people who have no intention of doing anything themselves always ask why you don't attack some other evil? The obvious answer is that you cannot attack everything at once and so you have started where, in your opinion, there is the most obvious need of improvement—but that if your friendly critics believe there is something worse calling for attention you have no desire to stop them from employing their energies in that direction. The fact that children are sometimes ill-treated by their parents may be a good reason for affording them protection, but it is no excuse for withholding protection from bought children who are ill-treated by their owners. Though two negatives make a positive, I have yet to learn that a multiplication of evils makes one right.

In the absence of records, for which alone the Government is to blame, we may safely assume, from our knowledge of human nature, that the risk of ill-treatment in the case of children purchased for the purpose of exploiting their labour is far greater than in the case of those living with their natural guardians. We can avoid contention, however, and satisfy all parties by establishing, with Government support, a properly equipped local branch of the Society for the Protection of Children. I understand that there is in the Government service an official who has had exceptional experience of running such an organisation in a large town in England. By this means the children will be better assured of their "human rights," whatever may be the degree of their knowledge. Ordinances are so many dry bones unless and until we give life to them!

Residents at the Peak are grateful to the Hon. Mr. Pollock for emphasising by his questions in the Legislative Council the need for the use of larger cars in the Peak Tramway service. The Colonial Secretary, I see, said "the whole question of what, if any, alterations are desirable in the Peak Tramway is under consideration." I believe, "the whole question" was under consideration long before the outbreak of the Great War, and the regular patrons of the service fully share Mr. Pollock's desire to know when the views of the Government are likely to be given on the subject. Many people, as Mr. Pollock said, are frequently crowded out of the cars at the business hours of the day, and it is time that the Company did something to cope with the growing demands on the service. If it does act quickly we shall have people inquiring when fares are going to revert to the pre-war scale!

From tram to ferry is an easy step. Recently, while one of the boats of the Star Ferry Company was alongside the pier, a steam pipe burst, and great commotion prevailed for some time. I am told that the lever for shutting off steam was in such an inaccessible place that it was impossible to use it without incurring great risk to the life of the man who attempted it. Now, a collision between ferries or launches, however slight it may be, is usually followed by a Marine Court of Inquiry. I have been asked whether it is not the practice to hold an inquiry into such a matter as the bursting of a steam-pipe on a public ferry. Certainly, it is an alarming thing to happen, and had it occurred while the ferry was crossing the harbour with the usual crowd of people on board it is possible that a panic would have resulted. What the public would like to be assured of, and what they would expect to learn from the holding of a Marine Court of Inquiry into such incidents, is whether the ferries are periodically examined in the interests of public safety by a Government surveyor, and whether it is with the knowledge and approval of such officer that the means of shutting off steam in such an event as recently occurred on a ferry are in such a position that they cannot easily be reached. Perhaps one of the Unofficial Members of the Legislative Council will catechise the Government on the subject.

RODERICK RANDOM.

THE JAPANESE NATION.

"THE DESTINED RULER OF MANKIND."

The *Church Times* of January 21st has the following paragraph in its "Summary":—"In connection with our recent reference to the systematic schooling of Japanese youth in the belief that their nation is the destined ruler of mankind, we may quote from an article in the *Niroku* newspaper published in Tokyo. Here are some extracts: "To preserve the world's peace, and to promote the welfare of mankind, is the mission of the Imperial Family of Japan. Heaven has invested the Imperial Family with all the qualifications necessary to fulfil this mission." "The Imperial Family of Japan is the parent, not only of her sixty millions, but of all mankind on earth." "The League of Nations, proposed to save mankind from the horrors of war, can only obtain its real object by placing the Imperial Family of Japan at the head, for, to attain its object, the League must have a strong punitive force of a super-national and super-racial character, and this force can only be found in the Imperial Family of Japan." One has but to substitute "Hohenzollern" for "Imperial Family" to make the sentences characteristic of the doctrines taught in Germany for forty years prior to the war. Is our nation to lend its powerful support to the furtherance of Japanese ambitions towards world conquest, or are we to recognize in Japan's fanatical belief in her own destiny a menace not less serious than that presented by German Kultur?

TO CHLOE.

[WHO MAY NOT USE THE OLD COURSE DURING WEEK-ENDS.]

What's this that I read in the papers? Oh, Chloe, dear, can it be true. That now you are barred from the Old Course, altho' they have left you the New?

No more of a Sunday when driving, shall I beat, not the ball, but the air. Through lifting my eye to examine those nice tartan hose that you wear.

No more shall I see you proceeding, at least twenty feet to the stroke, Through devious paths to the green where you seemed to think putting a joke.

No more shall I perjure my soul by asserting you played a shot well. Or hear your shocked murmur of "Clarence" when I miss a short putt and say "blow."

Oh, how I shall grieve at your absence, as you will at mine, too, I trust. Tho' you do turn your nose up and murmur that "Chivalry's dead in the dust."

Remember, you musn't blame Clarence, for even plus two's bow the knee. When the gentlemen on the Committee announce their all-powerful decree.

But, courage, my Chloe! A rumour has somehow come round to my ear That all of us rotten eighteens will share your sad fate by next year.

When the Old Course is kept for the experts, just fancy what bliss it will be. Once more re-united, to foolle your way round the New one with me!

We shall play all our shots at our leisure, untroubled by Zodiac's growls; We can stop for a gentle flirtation, nor fear an enthusiast's scowls. And later when also the New Course from us has been taken away, We will dawdle along undisturbed by the green hills at Deepwater Bay.

E. W. H.

GOLF NOTES.

[BY ZODIAC.]

The Royal Hongkong Golf Club has suffered a great loss by the resignation of Mr. L. S. Greenhill from the honorary secretaryship. The great amount of work this honorary position carries is not generally realised. Mr. Greenhill has devoted a great deal of his time to the Club, since he took up his duties, and I am sure all members and subscribers are extremely grateful to him for the work he has done.

Last week I referred to the custom, on the new course, at Fanling, of players "cutting in" at the 10th hole, in front of those who are playing a complete round. In the days before Fanling came into existence, this trouble was apparently experienced at Happy Valley, for I see there is a Club By-law which reads as follows:—"Players who have played nine holes on any of the 9 hole courses shall tee up at their tenth-tee alternately with players commencing a round." Until the committee bring in a new rule about this "cutting in" at the 10th-tee, it will be an act of courtesy if all players, on the new course, accept this by-law as referring also to this course.

The committee have found it necessary to prohibit ladies from playing on the old course at Fanling, owing to the congestion, during Saturdays and Sundays (after 12 noon on Saturday). I don't think the ladies have any cause to complain, as the new course is always available, and there are very few, if any, courses at home, as good as this course, where ladies are allowed to play during the week-end. In my opinion if a lady wishes to play more than 18 holes in one day the old course is too tiring, and one cannot do oneself justice at golf, or any other game, when the muscles are tired.

A notice has been posted in the ladies' Club-house to the effect that caddies are not allowed nearer the Club-house than the road leading to the Men's Club-house. Also, ladies are reminded that "qumahas" to caddies are forbidden. It is very strange how some people will go on disregarding Club rules, and by doing so they make matters unpleasant for others as well as themselves. I know of a case of a lady who recently engaged a caddy at Happy Valley and when she paid him his chits, he asked for "qumsha," which she refused to give. A day or so after she wanted a caddy at Happy Valley and this same boy was the only one available, but he refused to caddy for her. This goes to prove that there are people who give "qumahas" and spoil the caddies. All the caddies at Happy Valley and Fanling are registered, and have numbers, and it is the duty of all players to engage their caddy through the caddy master; also, it would be advisable if members and subscribers would enquire the number of their caddy, at the time of engaging him; then in the event of the boy giving dissatisfaction a report can be made in the books provided for this purpose. One book has recently been provided in the ladies' club house, at Fanling; there is one, also, in the men's club-house. The committee will deal with boys reported, and, if members and subscribers will only play the game, by helping the committee, we shall in due course be rid of the wasters and have a good lot of caddies.

Mrs. Holmes has won the Cup presented by Mr. K. B. Morrison, for the best eclectic score during the month of February, over the first 9 holes of the new course.

As mentioned in my previous notes the catering department have been put to great inconvenience, at Fanling, through members and subscribers omitting to order their tiffin previous to the day on which it is required. A new rule has been posted in the ladies' club-house requesting them not to invite male guests to tiffin, unless tiffin for the guest has been previously ordered.

Mrs. J. B. Ross, and Mrs. Crawford Morgan tied for the eclectic pool, for January and February, over the first 9 holes of the new course.

I am frequently referring to the rules and etiquette of golf, and I have previously hinted that some day it will be necessary to pass an examination on this subject before one can be elected a member of a club. After a recent case, which I heard of at Deep Water Bay, I am more firmly convinced that the sooner this idea is adopted the better. The case I refer to is one of a certain gentleman, who, having played his ball by accident on to the wrong-green, proceeded to play the ball from the green with his iron. It is unpleasant to have to point out to a stranger that he is breaking a rule, but really it would have been a kindness if the witness of this painful occurrence had explained to the unknown gentleman his error. It must have been done in complete ignorance.

There is yet another new notice in the ladies' Club-house at Fanling, and that is that tables cannot be booked for meals. Seats available are for the use of those ready to occupy them. It is also requested that when a meal is finished the occupants of seats will vacate them at once to make room for those waiting.

The "stymie" has never been popular in America, and I hear that the United States Golfing Association have decided to eliminate all mention of the word from the rules, and have adopted the following new rule:—"When either ball is on the putting green, the player may remove the opponent's ball; the opponent shall then be deemed to have holed in the next stroke." I think this is just about as fair a rule as could be adopted; it does not prevent a player from preserving the "stymie," if he wishes to, but if he does not wish to, then he must give his opponent his putt, "mashie" what length it is. This new rule has the sanction and approval of the British Rules Committee, so I presume they will adopt it before long.

EXIT THE HONGKONG GYMKHANA CLUB.

ABSORBED BY THE JOCKEY CLUB.

The announcement in our advertisement columns of a meeting to wind up the Hongkong Gymkhana Club indicates the fruition of suggestions first made two years ago that the annual race meeting and the periodical gymkhanas could very well be conducted by one organisation instead of two. It was urged that the same people are interested in both clubs and that the only result of having two instead of one is that those concerned are called upon for a double subscription. It has been the rule that members of the Gymkhana Club must be members of the Jockey Club before they can be proposed for the former.

The proposal for absorption has come from the Gymkhana Club and the meeting on March 18th is only a formal one to legalise the taking over by the Jockey Club of the assets and liabilities of the Gymkhana Club.

BILLIARDS.

In the Ho Kom Tong handicap tournament, at the Palace Hotel, yesterday, Ho Shai Cheong (-150) and Sgt-Major Stroud (-200) beat W. J. Drew (-100) and J. H. Tait (-150) by 34 and 150 points, respectively (games of 250 up). To-day, Ho Sai Man meets G. Thomas and R. Thomas plays against F. E. Silva.

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Curried Fowl
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Jugged Hare
Picnic Pies
Boars Head Brawn
English Brawn
Hoddies
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STEAM AND HYDRAULIC PACKING

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"BABY" GRAND PIANO

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Wm. Powell Ltd

TELEPHONE 3146.

The "Live" LEATHER BELT
STRETCHES

These Belts are the last word in Belt construction. They give to every movement and at the same time hold the trouser in perfect position.

You should try one to fully realize the comfort of a "Live" Leather Belt. Also stocked in Cotton.

Wm. POWELL, Ltd., SOLE AGENTS.

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NEW ADVERTISEMENTS

THE UNION CHURCH LITERARY CLUB.
TONIGHT at 9 P.M.

LECTURE on The History of Siam Fein by Rev. H. W. Hawtrey (St. Stephen's College).
At Union Church Hall, Kennedy Road. [576]

ST. ANDREW'S CHURCH MEN'S ASSOCIATION.

It has been arranged to hold a DEBATE in the Church Hall on WEDNESDAY, the 9th March, to be opened at 8.45 P.M.
The Subject for Debate is "Does the Church still retain her interest for the people?"
All Members and their Friends are invited to attend. [577]

THE GLOBE FURNISHING AND EXPORT CO., LTD.

NOTICE IS HEREBY GIVEN that a MEETING of the CREDITORS of the above-named Company will be held at the Office of Messrs. JOHNSON, STOKES & MAXTED, Principals, Building, 100, Queen's Road, Victoria, in the Colony of Hongkong, on THURSDAY, the 31st day of MARCH, 1921, at 4 o'clock in the afternoon, under the provisions of Section 181 of the Companies Ordinance 1911, for the purpose of determining whether any application should be made to the Court for the appointment of any person as Liquidator in the place of or jointly with the Liquidator appointed by the Company, or for the appointment of a committee of Inspection.
Dated this 7th day of March, 1921.
CHEUNG TSOI, Liquidator. [579]

REPULSE BAY HOTEL.

BANK HOLIDAY, MONDAY, MARCH 28th, 1921.

FANCY DRESS DINNER DANCE.

At the request of Numerous Patrons, A FANCY DRESS DINNER DANCE will be held on the above date.
Table Reservations can be made at the Hongkong Hotel, (Telephone No. 49) or direct to REPULSE BAY HOTEL (Telephone Nos. 581 and 507). [580]

NOTICE TO CONSIGNEES.

The Steamship "HIOJUN MARU."
FROM JAPAN

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded, unless notice to the contrary be given before 7th March.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Mar. will be subject to rent.
All claims against the steamer must be presented to the Underwriter on or before the 2nd Mar., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Mar., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, March 7th, 1921. [581]

NOTICE TO CONSIGNEES.

The Steamship "HUNGARIA."
FROM JAPAN and SHANGHAI.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded, unless notice to the contrary be given before 7th March.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Mar. will be subject to rent.
All claims against the steamer must be presented to the Underwriter on or before the 2nd Mar., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Mar., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, March 7th, 1921. [582]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE and STRAITS.

THE Company's Steamship
"WAKASA MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.
Goods not cleared by the 14th March, 1921, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA, Agents.
Hongkong, March 7th, 1921. [583]

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE following Resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.
That the HONGKONG GYMKHANA CLUB be wound up and that the HONGKONG JOCKEY CLUB take over all Assets, Liabilities of the HONGKONG GYMKHANA CLUB.
A MEETING of Members of the HONGKONG GYMKHANA CLUB will be held at the Office of the Jockey Club, in Hongkong Club Annex, at 12.50 P.M., on FRIDAY, MARCH 18th, for the purpose of confirming the above resolution. [578]

2ND WILTSHIRE REGIMENT "AT HOME"

A Polo Match, JARDINES v. THE WILTSHIRE REGT., will be played at 3 P.M. next SATURDAY, at Causeway Bay, to be followed at 4.30 P.M. by a Skittle Gymkhana, events open to Members of the Hongkong Polo Club.
Lt.-Col. J. R. WYNDHAM and The Officers, 2nd Wiltshire Regt., will be "At Home" on the Ground and will be glad to see their friends if they will accept this invitation in lieu of formal cards. [584]

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY, 29th MARCH, 1921, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 19th, to the 28th March, 1921, both days inclusive.
By Order of the Board of Directors,
R. M. DYER, Chief Manager. [585]

THE ROYAL HONGKONG GOLF CLUB.

NOTICE.

MEMBERS and SUBSCRIBERS are notified that after the 11th March the charge for a TIFIN not ordered before 8 P.M. the day previous to that on which it is required, will be Double the Ordinary Charge.
In order to assist Members and relieve congestion on the Telephone Lines a list for signature by those requiring Tifins on Sundays will, in future, be placed on the Golf Club Notice Board in the Hongkong Club. The list will be removed and sent out to Fanning each Saturday morning at 10 o'clock.
The previous system of ordering direct by Telephone still obtains.
By Order of the Committee,
PERCY SMITH, NETH & FLEMING, Secretaries & Treasurers. [570]

THE ROYAL HONGKONG GOLF CLUB.

NOTICE.

THE COMMITTEE regret that owing to the congestion at Fanning during week-ends they feel they are compelled to prohibit Ladies playing on the Old Course after 12 Noon on SATURDAYS and ALL DAY on SUNDAYS.
The New Course will, however, be open to them as usual.
The above rule will come into force on SATURDAY, 12th MARCH, 1921.
By Order of the Committee,
PERCY SMITH, NETH & FLEMING, Secretaries & Treasurers. [571]

HONGKONG CLUB.

NOTICE.

THE THIRTYFIFTH YEARLY GENERAL MEETING of the Members of the Hongkong Club, will be held in the Club House on MONDAY, the 14th MARCH, 1921, at 5.30 P.M.
By Order,
A. H. ABBAS, Secretary. [569]

CHINA SUGAR REFINING CO., LTD.

THE FORTY-THIRD ORDINARY MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Agent, Pender's Street, on FRIDAY, the 18th MARCH, at 11 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1920.
The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th March, 1921, both days inclusive.
JARDINE, MATHESON & Co., Ltd., General Agents.
Hongkong, February 18th, 1921. [564]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 16th March, 1921, to WEDNESDAY, 18th March, 1921, both days inclusive.
By Order of the Board of Directors,
W. E. ROBERTS, Secretary. [572]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Messrs P., Q., AD, AP, AW, BF, BO, BR, BV.

WANTED.

LADY SECRETARY (Confidential or Company) seeks two-three year contract out of England, 13 years similar experience Printing and Paper trades; thoroughly capable business woman with initiative and every desirable asset necessary for efficiency; used to control of staff.
Box No. 540,
Care of Daily Press Office. [549]

IMPORT-EXPORT.

GENTLEMAN, with large experience in the Import and Export Trade in South China and capable of taking charge of departments, is open for immediate engagement. For further particulars, please communicate with Box 597, c/o Hongkong Daily Press. [528]

TO LET.

ONE LARGE ROOM with Verandah for Office, 14, Des Voeux Road Central, 2nd floor.
Apply to—
N. MODY & CO. [561]

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16, to 19, Connaught Road Central (with use of lift).
Apply to—
"A. B." Care of Daily Press Office. [584]

TO LET.

TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor. ROOM No. 1.
Apply to— [581]

FOR SALE.

62,570 SQUARE FEET OF LAND at Sai Yee Road, Wong-ning-shing, with 7-Roomed House and Servants' Quarters, Kitchen, Garden, Tennis, Court and Lawn. For particulars apply to—
GEO. K. HALL, SUTTON & Co., 37, Queen's Road Central. [442]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden, Vacant Estate.
Apply to—
Box No. 482,
Care of Daily Press Office. [548]

G. A. B.

TECHNICAL INSTITUTE.

THE INSTITUTE will RE-OPEN on MONDAY, MARCH 7th. Students will be enrolled at the Education Office only, and should apply at once for entry forms. [568]

NOTICE OF REMOVAL.

M. J. D. STEPHENS, Solicitor,
THE Office has been REMOVED to 1st Floor, No. 16, Connaught Road, Central, (beyond the Post Office).
Hongkong, March 1st, 1921. [541]

NOTICE.

WE have this day established our selves as Ship, Freight, and Passenger Brokers.
Enquiry solicited from firms Interested in this line.
HIN FAT & CO.,
107, Wing Lok Street.
Tel. 3483.
Hongkong, March 7th, 1921. [575]

LOST.

LOST—Brown and White Japanese Bitch. Answers to name of Puppy. Will anyone having possession or information of this dog kindly communicate with Mr. A. A. Wilson, Dragon Motor Car Co., Telephone 485? Any expenses will be paid or reward given. [565]

SOCIETY OF ST. GEORGE, HONGKONG.

THE ANNUAL GENERAL MEETING of the Society will be held in the City Hall on FRIDAY, 11th MARCH, at 8.30 P.M.
For the following purposes—
(a) To receive the report of the Committee and statement of accounts for the past year.
(b) To elect the Officers and Committee for the ensuing year.
(c) To consider the manner in which St. George's Day shall be celebrated.
(d) To transact any other business of which due notice has been given.
All members are requested to attend.
O. BLAKER, Hon. Secretary. [565]

Hongkong, March 1st, 1921.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, on SATURDAY, 19th MARCH, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending 31st December, 1920.
The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 12th March, to SATURDAY, 19th March, 1921, (both days inclusive) during which period no transfer of shares can be registered.
By Order of the Board of Directors,
J. H. TAGGART, Manager. [562]

Hongkong, March 3rd, 1921.

INTIMATION

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BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
Phone 616.

HONGKONG OFFICE: 10A, DES VOEUX RD. C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 8th, 1921.

STRIVING FOR UNITY IN CHINA.

We notice it stated in the report of an interview which the PRIME MINISTER of China accorded to a representative of a Peking News Agency that the Government has abandoned the policy of seeking to reunite China by military measures! The reason for that, of course, is that experience has shown that the Central Government is, militarily, unable to suppress what it regards as the rebel movement. It follows from the abandonment of the policy of coercion, so the PRIME MINISTER says, that in the event of an outbreak of hostilities between the Cantonese and the people of Kwangsi (which Peking seems daily to expect) the Central Government will remain "neutral," though he had already assured the interviewer that the relations existing between General Lu Yung TING, the Kwangsi leader, and the Government are at the present time "exceedingly cordial," and that there is no fear that Kwangsi will again throw off its allegiance to the Central Government. Incidentally this shows what an optimist the Premier is. At all events, we gather from the report of the interview that the Government at Peking is proceeding with its own plans for establishing popular government in China, regardless of what may be going on at Canton where the opposition Government is regarded in Peking official circles as being at its "wits' end." We are bound to say that we see very little evidence in proof of this; the Military Government in Canton is still to be reckoned with as a factor in Chinese politics, and it is of no use attempting to disguise it.
We further gather from the interview that there has been no abandonment of the intention to hold a general election this year, and to convene the new Parliament in Peking, probably in August. The attitude towards the South-Western

provinces seems to be that if they are not represented in the Parliament, they will have only themselves to blame. But if, in these circumstances, the writ of the Parliament in Peking will not run in Kwangtung and any other province of the so-called "Federation"—what then? It is obvious that if the Central Government is unable to suppress a rebel movement by force it must endeavour to do so by persuasion. The parliamentary election which it is proposed to hold very shortly would seem to offer a very suitable opportunity for the two divisions in the State to negotiate again with a view to arriving at a common understanding. Important political and financial conferences are being convened by the Central Government, and at these it should be possible to discover whether a common basis of agreement cannot be found. According to the PRIME MINISTER, a "United Central Government" should be no obstacle to the establishment of a system of self-government for the provinces—such as Kwangtung and one or two other provinces are already setting up. That should go a long way towards satisfying the aspirations of the recalcitrant provinces. It is, as the PREMIER remarked, a national question, which should properly be considered and settled legally and constitutionally by the national parliament, and one of the purposes for which the Conferences already alluded to are to be convened is to discuss this very question. All these activities point at least to the conviction on the part of the Central Government that serious efforts must be made to make China a republic in fact as well as in name, and we do not doubt that they are really inspired by a desire to reconcile the Canton group of recalcitrants and secure the unity of the nation. It is to be hoped that these proposals will be examined in this spirit and that they may bear the desired fruit.

Dr. Solf, the German Ambassador to Japan, presented his credentials on the 26th ult. These were received by the Crown Prince, acting on behalf of the Emperor.
The American Incorporation Law for China has been passed in the House of Representatives, and now awaits the decision of the Senate. A message received in Shanghai, says the Bill passed "with tax exemption."
The Far Eastern Government at Chita has authorized the Vladivostok Assembly to offer for auction ten million acres of forests in the Olignak district. A wide advertising campaign is to be launched prior to the auction.

A new firm of freight and passenger brokers has started under the name of Hin Fat & Co., at 107, Wing Lok Street. The manager is Mr. Kwok Hin Wang, who has had ten years' experience with well-known local shipping firms.
A summons has been issued at Singapore against a Tamil for unlawfully exhuming human bones from a burial ground. It was stated that the accused was "in the habit of removing bones from graves and selling them for making medicines."

The establishment of regular aerial transport between Tokyo and Fusan is contemplated within the present year. A company with a capital of 10,000,000 yen is to be formed. It is the intention to subsequently extend the service to Manchurian centres.
Very fine specimens of the strawberries grown at Kowloon Tsai have been sent to us by Mr. F. P. de V. Soares as showing what the territory is capable of producing in the way of fruit, with a little expert direction. Such strawberries are rarely to be seen in the Colony.

There were 5,230 foreign residents living in Hyogo Prefecture, the majority, of course, living in the city of Kobe, on January 31st, 1921, according to the latest census taken by the prefectural police. The Chinese led the list with 3,256, being followed by British with 653 and 300 Americans.

Capt. A. Lukhmanoff, General Manager of the Russian Volunteer Fleet of the Far Eastern Republic, with head offices at Vladivostok, pleaded guilty at Shanghai last week to the charge of libel, filed against him some time ago, by Mr. L. F. Companion, of the staff of the Shanghai office (old regime) of the R.V.F. company, as result of an article published in the Shanghai Life in January. The case was settled by the defendant withdrawing all the imputations in the article, publishing an apology in Shanghai and Vladivostok newspapers, and undertaking not to repeat any such libel and paying a fine which was left by the Mixed Court to assess. The Court directed that the defendant pay to the complainant the sum of \$500.

Information has been received locally from Home that, in order to reduce the cost of running British tonnage and thus avoid laying up further ships, owners have suggested a reduction in the pay of all grades of deck and engine-room staffs by £4 10s. a month.

The Harbour Master at Canton has communicated to the Harbour Master of Hongkong the information that there is a wreck in the fairway at Duff Point, 8.88 and East 1.150 feet. The wreck is marked by a red flag by day and a red light at night, and vessels are warned to proceed at slow speed.

The Civil Governor of Canton has sanctioned a railway project to connect Shiu-chow, in the Hoi Ping district with Canton. The line will pass through Chan Chuen, Lung Kong, Lung Shan, Ho Cheng, Kulo, Sha Ping, Tong Ha, and Kongmoon. It is to bear the title of the Pun Ping Railway.

O Yang-keng, First Secretary of the Chinese Legation at London, is now appointed Chargé d'Affaires at Santiago, the Chilean capital. Chu Chow-hain, Chinese Consul-General at San Francisco, is to succeed O Yang-keng, with the rank of Counsellor, while he, in turn, will be succeeded by Yeh Keh-chuan, the Chinese Consul at Vancouver.

A reform in the organisation of the Government-General of Korea has been proclaimed. The Governor-General is reported to have explained that the principal feature of the reform is to open up more freely the civil appointments to the Koreans, thus giving them ample opportunity to hold responsible positions in the civil service of the Peninsula.

An air-service company is being floated in the Straits Settlements by Chinese. Mr. Tan Choo Boon, B.A., a military aviator, recently arrived in Peking from Manila in connection with the project. A service between the Straits Settlements, the Philippines and China is contemplated. The Chinese Chambers of Commerce in Manila and Singapore are supporting the enterprise.

It was mentioned by the Chairman at the annual meeting of shareholders in the Weihaiwei Land and Building Co., Ltd., that the Government is prepared to grant a franchise to a local company about to be formed to supply electric light at Weihaiwei. Whilst this, of course, said the Chairman (Mr. C. R. Shaw) does not mean security of tenure, it shows that the Government is prepared to consider applications from public utility companies having for their object the development of Weihaiwei.

Particulars, says a London journal, have been filed at Somerset House by E. D. Sassoon & Co., Ltd., which is now incorporated in Bombay. The memorandum and articles of association are not yet to hand. The British addresses are 17, St. Helen's Place, London, E.C., and India House, 73, Whitworth Street, Manchester. The directors are:—E. D. Sassoon, A. J. Raymond, and A. Raymond, all of Bombay, and H. W. Sassoon, of Hongkong. The surname of A. J. and A. Raymond was formerly "Rahaman," and all the directors are British subjects by birth.

The Topicist in the Singapore Free Press writes:—A Home paper reports that an officer who was reported killed returned home very much alive, and after paying cheerfully for advertisements inserted to announce his decease, was finally reduced to explosive silence by having the following bill presented to him: "To memorial service (fully choral) three guineas." It was the "fully choral" which finally broke his spirit and it reminds one of the delicate tact which distinguished a late Colonial Secretary here, who, at the instigation of the Government, presented to the sorrowing relatives of the Mutiny victims the bills for their funeral expenses!

CORRESPONDENCE.

CRUELTY TO ANIMALS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—Will you spare me a space in your columns for the enclosed?
One sees from time to time correspondence re Cruelty to Dumb Animals, but I think very few people give a thought to the treatment given to the poor chicken we eat. It is quite a common sight to see them being carried (head downwards) with wings and legs tightly tied, or wedged into some corner among the rest of the provisions, sometimes next to a block of ice.
This morning I saw a coolie trudging along happily with a poor unfortunate fowl strapped by its wings and legs to a bundle of wood he carried on his shoulder; it must have been in agony by the noise it was making.
Would it not be a very simple matter if every housewife saw to it personally that a proper chicken-basket was provided, so that the live chicken could be carried in it without its legs and wings being tied, as is the general custom here, and further than this, if the coolie carried it in any other manner than in the basket provided he should be punished either by a deduction from his wages or by instant dismissal.
In this way, I feel sure, something could be done to put a stop to this cruelty to chickens that we see so much of in Hongkong.
A renewal of the Society of Prevention of Cruelty to Animals would be a desirable thing here, and there are a great many people who would, I am sure, be willing to assist if a practical movement could be made and the assistance of the Government secured. I hope that many of your readers will concur with my views, and I shall be glad to receive correspondence from them through the medium of your courtesy.
Enclosing my card.—Yours faithfully,
S.P.O.A.
Hongkong, March 7th, 1921.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ALLIES' NEW PROJECT.

IN REPLY TO LATEST GERMAN PROPOSALS.

LONDON, March 7th (4 a.m.).

It is understood that the new German proposals were considered by the Allies last night. They have been drawn up by the German Finance Minister, Herr Schroeder, and mainly comprise the acceptance of the amount of payments during the first five years as laid down at the Paris Conference, subject to revision after that period, an increase in the 12 per cent. export tax to 30 per cent., the issue of an international loan of eight milliard gold marks, and, in conclusion, commercial treaties virtually providing for the abolition of the inequality clauses. The foregoing terms are conditional on Germany retaining Upper Silesia.

The Allies recognised that the offer was quite unacceptable, but on Mr. Lloyd George's initiative agreed to a project which will include the payment of fixed annual sums of three milliard gold marks for 30, instead of 42, years, the levying on the importing countries of a 20 per cent. tax on German exports, with a fixed guaranteed minimum estimated to produce between six and eight milliards after five years.

The Reparations Commission would be empowered to determine the amount to bring the total under the new project to the Paris agreement total, namely, 228 milliards.

The German delegation has so far not signified its views on the new project.

FRENCH VIEW OF GERMAN PROPOSALS.

LONDON, March 7th.

Reuter understands that Lord D'Abernon and M. Loucheur interviewed Herr von Simons this morning, and then, it was stated that they communicated the outlines of the new German proposals to the Supreme Council at Downing Street. It is stated in French quarters that these are not regarded as acceptable.

HERR VON SIMONS' STATEMENT.

LONDON, March 7th.

Owing to the momentous nature of this morning's conference, an enormous crowd gathered outside Lancaster House. Mr. Lloyd George received a tremendous ovation, the crowd surrounding him shouting "Make Them Pay."

Herr von Simons' statement, which he made before the conference, reiterated Germany's inability to accept the Paris proposals. He declared that, owing to the far-reaching difference of opinion and the grave difficulties in the way of a perfect solution of the reparation problem, the Germans were compelled to abandon the idea of presenting a new plan for total reparation, and had decided to revert to the idea of a provisional arrangement. Germany was prepared to pay the fixed annuities provided for the first five years, also, to give a full equivalent of a 12 per cent. export duty which was not thought practicable.

Such tremendous payments were only possible if a large part of the cost could be financed by way of a loan. The proposal could be made only if Upper Silesia, by virtue of the plebiscite, remained German, and if restrictions imposed on Germany in the commerce of the world were abolished.

MR. LLOYD GEORGE'S REPLY.

LONDON, March 7th.

After Herr von Simons' statement, Mr. Lloyd George referred to the great gravity of the situation, and said that the nature of the answer, which the Allies were forced to give, could not be doubted, but a reasoned reply will be given in the afternoon.

The conference adjourned at 1.30 p.m. to re-assemble at 4.30 p.m.

FRENCH MINISTER OF FINANCE IN LONDON.

PARIS, March 6th.

The Minister of Finance, M. Doumer, has gone to London to see the President, M. Briand, who, to-day, conferred with French experts after their meeting with the German experts. Later, Marshal Foch had an interview with M. Briand.

PERFECT AGREEMENT.

PARIS, March 4th.

The Minister of War, M. Barthou, on his arrival in Paris from London, expressed complete satisfaction at the results of his visit to England. He said that the Allies were in perfect agreement.

(Continued at foot of next column.)

LATEST CABLES.

SINN FEIN OUTRAGE.

MILITARY GOVERNOR KILLED.

LONDON, March 7th.

Colonel-Commandant H. R. Comming, Military Governor of Kerry, has been killed in an ambush near Olanbannin, Co. Cork, in which 4 military were killed and 2 others wounded. Those who laid the ambush numbered 500, and it was the biggest ambush recorded so far.

MAYOR AND EX-MAYOR BOTH SHOT DEAD.

LONDON, March 7th.

The Mayor of Limerick, Mr. Clancy, was shot dead in his house this morning. His wife was wounded. The ex-Mayor, Mr. O'Callaghan, was, also, shot dead in his house.

RISINGS IN RUSSIA.

WHOLE BALTIC FLEET JOINS REVOLUTIONARIES.

LONDON, March 7th.

The situation in Russia remains hazy. No big revolutionary success has been reliably signalled. Clearly the Soviet Government is most perturbed and is doing its level best to pacify public feeling by distributing more food.

Reuter's Riga correspondent communicates a Kronstadt Revolutionary Committee's wireless message, which is to the effect that the crews of all the Baltic Fleet vessels there have recognised the anti-Bolshevik Government. The crews have requested all officers to remain at their posts. It is also stated that Kronstadt sailors attacked the Soviet troops occupying Petrograd districts. The Soviet garrison at Oranienbaum repulsed and shelled the attackers. Following this the Revolutionary Committee sent four warships, which bombarded Soviet fortifications.

EXCHANGE OF LECTURERS.

ANGLO-BATAVIAN SOCIETY SCHEME.

THE HAGUE, March 7th.

A scheme for lectures on scientific subjects by English doctors in Holland and by Dutch doctors in England has been drawn up by the Anglo-Batavian Society, in communication with the London University and the Royal Academy of Science of Amsterdam. Professors Salmonson and Boeke have, consequently, gone to England. Other Dutch professors are expected to follow, while several English professors are to lecture in Holland in Spring.

EARLIER CABLES.

WESTERN UNION CABLE DISPUTE.

ARREST OF MEN ON CABLESHIP.

NEW YORK, March 7th.

The long-standing controversy between the State Department and the Western Union Cable Company, over the laying of the Barbados-Miami cable, has reached its climax.

An American submarine chaser fired on a cableship engaged in connecting up cable with a shore station. The men on the cableship stopped and were promptly arrested.

WAR IN PANAMA.

COSTA RICA'S TRUCULENT ATTITUDE.

WASHINGTON, March 6th.

President Harding is keenly interested in the Panama and Costa Rica conflict. He had a lengthy conference with Mr. Denby, Secretary of Navy, and Mr. Weeks, Secretary of War.

Panama and Costa Rica have replied to the recent Notes of Mr. Colby offering the good offices of the United States, but the reply of Costa Rica is described as unsatisfactory. It is reported that Costa Rica is still maintaining troops in disputed territory.

It is stated that if the two American warships proceeding to the scene of hostilities are insufficient others may follow.

NEW GERMAN PROPOSALS.

LONDON, March 6th.

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SUPREME COUNCIL MEETS.

LONDON, March 6th.

There was feverish activity in Conference circles on Sunday night. An unexpected meeting of the Supreme Council lasted two and a half hours, and adjourned for an hour.

It is assumed that the Allies have learnt the line followed by Herr von Simons' new proposals, which are believed to offer a basis for discussion. To-night's meetings are the outcome of the new German proposals.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL".]

MORE EARTHQUAKES?

SEISMIC SHOCKS RECORDED IN SHANGHAI.

SHANGHAI, March 7th.

Sicawei Observatory records strong seismic shocks in Kansu and Shansi provinces. The Chinese newspapers are jumpy.

SHANGHAI STRIKE SETTLED.

SHANGHAI, March 7th.

The French tramway strike has been settled by a 20 per cent. increase in wages. The strike served to rivet public attention on the Company. The Council's ultimatum to improve the service expires on March 8th. The ultimate development is obscure.

REPORTED RUSSIAN RISINGS.

ANTI-BOLSHEVIEK MANIFESTO TO PEKING.

SHANGHAI, March 7th.

Peking advices privately received in Shanghai state that General Hreschitzky, representative of the anti-Bolshevik forces in China, has submitted a manifesto to the Peking Government denouncing the Soviet agent Younin and enumerating the crimes of the Soviet authorities. The manifesto is noteworthy, taken in conjunction with the reported revolts in Soviet Russia.

[THROUGH REUTER'S AGENCY.]

FAMOUS AIRMAN ENGAGED BY JAPAN.

LONDON, March 7th.

At the invitation of the Japanese Government, the pioneer aviator Oswald Short has gone to Japan. Thirty experts are going to construct flying boats.

RUBBER PROSPECTS IN MALAYA AND CEYLON.

LONDON, March 7th.

It is estimated that January's outputs on the estates of the members of the Rubber Growers Association, who agreed to a restriction of output, have fallen by 30 per cent.

It is understood that the Government scheme for assisting the industry in Malaya has been referred to the Colonial Office. The official decision has not yet been delivered.

The prospects of the scheme being of real service to planters would seem, says the Times, to be jeopardised by delay. It is reported that such drastic economies have been effected in Ceylon that many estates can pay their way temporarily even at the present prices. Consequently, Ceylon companies are content to abide by the original 25 per cent. restriction plan.

BANVARD COMEDY COMPANY.

OPENING PERFORMANCE.

Mr. W. Banvard's London Musical Comedy Company opened their season at the Theatre Royal, last night, when a large audience was charmed with a bright and entertaining production in the form of a revue. The Company sang and danced through a succession of attractive scenes, a slight plot serving to string together a number of attractive items. A good deal of humour was extracted from a railway station scene, but the most successful contribution was a song by Miss Isabelle Horley and Mr. Ian Maclean. Miss Winnie Goodwin and Mr. Adrian Ross gave a speciality dance which was remarkable as a display of acrobatics. Miss Viola Williams sang some tuneful songs and Mr. Leonard Neville as the principal comedian contributed largely to the success of the evening. The "beauty chorus" quickly got on good terms with the audience by their graceful dancing.

ORGAN RECITAL AT ST. JOHN'S CATHEDRAL.

There was a fairly good attendance at St. John's Cathedral, last night, on the occasion of the second organ recital. Mr. Denman Fuller presented a programme of brilliant variety and almost during the selection of the pieces. There was the familiar Largo from Handel, with the Sonata in F Minor from Mendelssohn and Tchaikovsky's Pathetic Symphony. These pieces enabled Mr. Denman Fuller to reveal the possibilities of the Cathedral organ. Many went to hear Mascagni's Intermezzo from Cavalleria Rusticana, for the first time on the organ. A feature of the recital was the singing of Miss Bertha Meischke, who gave two solos, Cesar Franck's Faute Angeline and Gounod's Repentir, and scored a distinct success.

AMERICAN NEWS.

[BY U.S. NAVY RADIO.]

AVIATION IN THE STATES.

WASHINGTON, February 24th.

The construction of two fast aeroplane carriers costing \$48,000,000 is authorised by the Naval Appropriations Bill as adopted by the Senate sub-Committee. Of this amount \$16,000,000 will be made available next year, with which to start the work.

THE LAND-OWNERSHIP QUESTION.

AUSTIN, Texas, February 24th.

The House of Representatives Committee on State Affairs has reported favourably on the Anti-Alien Land Ownership Bill, designed to prevent Japanese from acquiring land.

ANOTHER PROHIBITION.

BOISE, IDAHO, February 24th.

The State Senate has passed, by 30 votes to 12, a Bill prohibiting the sale and importation of cigarettes or cigarette papers.

AMERICAN MAIL ROBBERY.

TOLEDO, Ohio, February 24th.

The Post Office inspectors, who are investigating the recent robbery at the Toledo Post Office declare that the loot stolen by the five bandits concerned amounts to approximately \$1,600,000.

A NEW FLY PEST.

WASHINGTON, February 24th.

Quarantine, to become effective on April 1st, will be imposed on fruits and vegetables from India, the Philippines, Ceylon and Java, owing to the danger of the black citrus fly pest.

DENVER BUILT ON GOLD.

DENVER, Col., February 24th.

Two miners appeared to-day at the Recorder's Office here and dumped on the counter two sacks of gold which they alleged were dug from vacant lands in the heart of the city. They have filed claims for land embracing ground beneath the City Hall, a large part of the business district of Denver and the Union Pacific station.

SHORTAGE OF FUEL IN RUSSIA.

NEW YORK, February 24th.

According to advices from Riga, the shortage of fuel is causing an acute crisis in Soviet Russia, and traffic is suspended on 4,500 miles of railway.

APPROPRIATION FOR AGRICULTURE.

WASHINGTON, February 25th.

The Senate has passed an appropriation for agriculture carrying \$61,000,000.

AMERICAN AIR MAILS.

NEW YORK, February 24th.

The air-mail which was conveyed from San Francisco to Hazelhurst, arriving yesterday, left San Francisco at 4.30 o'clock, on Tuesday morning and arrived at 4.50 on Wednesday afternoon.

DEAN INGE AND EDUCATION.

COMING COMPETITION WITH THE FAR EAST.

The Lord Mayor presided at the annual distribution of prizes to the students of the City of London College, held at the Mansion House on January 22nd. The Dean of St. Paul's, who distributed the prizes, in the course of a short address, said he did not know how long it would be before the college undertook to provide instruction in the languages of the Far East. In the near future a knowledge of Japanese and Chinese might be of even more commercial value to young people in Great Britain than a knowledge of Dutch and Russian. He was glad also to learn that educational work on the part of employers. He had noticed, in conversation with business men, that the heads of great establishments were becoming increasingly alive to the importance of a good general education in those whom they wished to employ. They were not anxious for the young people they engaged to specialise too early in the work they were going to do, but preferred that they should have a general education that would quicken their wits and enlarge their mind. "If you will" give us a well-educated young man," they say, "we can trust that he will learn his business in the course of the first year."

Dean Inge said he had been shown over modern educational institutions, and compared them with Eton when he was a boy there. It was amazing to him how immensely superior these new institutions were to the leading public schools in the distant period of forty-five years ago. When he heard of the excellent machinery and of the steady, hard work done at these institutions one wondered if it were wise to send one's boys to the old public schools instead of to one of these modern technical colleges. But everyone had a feeling of affection for the old public school system, and he hoped that these new and vigorous institutions would infuse more energy and a serious view of life into the boys of our public schools.

It was unnecessary, he said, to call attention to the enormous importance of sound technical education at the present time. We had blamed England in the past for being behind the times in matters of commerce, compared with other nations, especially Germany. No doubt there was room for improvement, but it was colleges like the City of London College that would help to keep our trade and commerce up to date. We would have to meet formidable competition, not only from Germany, but also from Japan and China.

FIRE CRACKER FACTORY EXPLOSION.

CORONER'S INQUIRY OPENED.

POSSIBLE CAUSES DISCUSSED.

Mr. G. N. Orme sat as Coroner at the Magistrate's, yesterday afternoon, to inquire, with a jury, into the circumstances of the deaths of the victims of the explosion at the Hoi San Fire-cracker factory, Ho Mun Tin, on February 25th.

The following were empanelled as a jury:—Messrs. F. H. Smith, R. A. Green, and G. T. Eveleigh. As usual, the inquiry was confined to the death of one of the victims, a woman named Leung Sze being chosen as typifying the rest.

Inspector Murphy was in charge of the case on behalf of the police. Dr. J. T. Smalley, medical officer for Kowloon, said that, on February 25th, Leung Sze was identified at the mortuary by her aunt. The woman died as the result of burns.

Mr. R. S. Vergette, overseer of the Public Works Department, produced plans of the premises, as they were before the explosion. Mr. E. J. Dovey, Government analyst, said that on March 2nd he received a packet of crackers and a small wooden box containing a paper packet of explosives similar to those used in the crackers. The crackers were found to be each charged with 13 grains of explosive. The witness gave the formula of the explosive used in making the crackers.

The Coroner: Is the formula a recognised one? Witness: Yes; it is sensitive to percussion and ignition by flame or spark. It is quite a violent explosive.

The Coroner: I take it there is nothing out-of-the-way or objectionable about it? Witness: No; it is quite in order. He added that he had formed a definite opinion, after inspecting the premises, as to where the explosions took place. There was one main explosion and two subsidiary ones; the principal one did not take place first.

The plans put in showed that the factory building consisted of two wings, right and left of a central domed structure. The trouble began in the left wing, where part of the process of manufacture was conducted, but the main explosion took place in a small room off the central part of the building. The walls of this room were blown out and the roof was sent high into the air. Inspector Murphy said that apparently packages containing considerable quantities of crackers in a completed state were stored in that room.

POSSIBLE CAUSES. Mr. Dovey, in reply to further questions by the Coroner, said that the use of an iron hammer would be quite sufficient to explode the powder. The powder was very light, and if some of it adhered to the head of a nail it would be sufficient to cause an explosion, if that nail were struck with an iron hammer. The dropping of an iron hammer on the floor would be sufficient to cause the explosion. He saw a shoe with iron nails in it at the scene of the explosion; it would be very dangerous to wear such a shoe in an explosives factory, seeing that a certain amount of the powder got on the floor. The use of such shoes was absolutely prohibited in explosives factories. The witness added that the instructions in the formula used by the firm stipulated for the use of eight grains of explosive in the crackers, in which he found 13 grains. That might be considered evidence of carelessness.

Woo Yun Pan, manager of the Hoi San Fire-cracker Factory, who had the fingers of both hands swathed in bandages, was the next witness. He said the Company was incorporated in Seattle, U.S.A., and was owned partly by American and partly by Chinese capital. About 40 workers were employed in the left wing. They worked at eight tables trying up cracker cases and inserting fuses. The witness said he made the rules which were to be observed by the workers in the factory. They were: that there must be no smoking, and that persons must be searched on going to work to see that they carried nothing likely to cause danger. If any clogs with iron nails were noticed they were ordered to be removed.

The Coroner: There was no absolute rule that they should not be worn? Witness: That is so. He added that workers were not allowed to bring in matches. The usual number of workers at the factory was from 120 to 150 or 160. They were all women, except six. There was a female searcher who sometimes had another woman to help her.

The Coroner: How about searching the men? The witness: There were only a few men, and they mostly did not smoke. They frequently went there and had their underwear searched. He added that he thought the explosion was due to the foreman leaving a hammer in the workroom after using it.

In reply to further questions, the witness explained that spools of thread wound on to wooden sticks were nailed to each bench. When the thread was expended the wood was prised up with the prising-end of a hammer-head and a new spool was nailed in position. The nailing was done with a piece of hard wood and was only to be done by the foreman. He had warned the women to this effect. Metal scissors were used to cut the thread. Loose powder was kept in a magazine 250 feet from the main building. The magazine was not affected by the explosion. Powder was brought from the magazine as required. The management had a written permit from the Colonial Secretary to carry on the business.

(Continued at foot of next column.)

SINGAPORE STEAMER WRECKED.

"HONG MOH" STRIKES A ROCK NEAR SWATOW.

HEAVY LOSS OF LIFE.

The Singapore s.s. *Hong Moh* has been wrecked on the Lamcock Island, near Swatow. She was transporting a large number of Chinese coolies and heavy loss of life occurred, owing, in many instances, to the passengers jumping overboard with their belongings tied to them. The master of the vessel, Capt. Holmes, is among the missing.

The *Hong Moh* left Hongkong last Thursday for Amoy with passengers from Penang and Singapore. These comprised about 70 cabin and about 800 Chinese deck passengers. The deck passengers were mostly coolies returning to their homes from the rubber plantations in the Straits Settlements. The ship had no direct passengers from Hongkong for Amoy.

It is reported that she struck Lamcock Island, on Saturday, and broke into three pieces. Whether the disaster is due to high seas or fog is not known at present, but several reports have been received of fog in that locality.

The Navy gave valuable help in saving lives. H.M.S. *Forlaker*, on receiving a wireless message, immediately repaired to the scene, and succeeded in rescuing 28 lives. She landed these survivors in Hongkong yesterday.

H.M.S. *Carlisle*, which was also coming from the North, received a wireless telegram instructing her to proceed to the scene of the disaster, and she succeeded in picking up 201 Chinese. They were landed at Hongkong last evening, and were taken to the Tang Wah Hospital, where they received food and every attention. With the exception of one man, who had his ribs broken, there were no injured people, but, as a consequence of rumours to the contrary, ambulances and five or six medical men were in waiting at the wharf. There was only one woman and one child amongst the rescued.

The China Navigation Company's vessel, the s.s. *Shanti*, which was in the vicinity of the wreck, succeeded in saving the European crew of the *Hong Moh*, with the exception of the Captain, who is reported to be drowned. This vessel has also taken on board 28 of the Chinese deck passengers.

Captain Holmes is well-known in local waters and has been in the service of the Indo-China Navigation Company for many years.

The s.s. *Hong Moh* is a British ship, registered in Singapore. Her owners are the Ho Hong Steamship Company of Singapore. The vessel was built in 1891 by a Glasgow firm of shipbuilders. She has been plying regularly between Penang, Singapore, Hongkong, Swatow and Amoy, principally in transporting coolies.

Mr. Dovey was asked by the Coroner if he had any questions to put to the manager, arising out of his evidence. Mr. Dovey said he thought there were very distinct signs of carelessness.

The Coroner: The iron clogs should have been kept out altogether, for instance, and nailing the spools was a dangerous practice.

Mr. Dovey: I think is the most likely cause of the whole affair. It is admitted that the hammer was used to prise up the nails, and, of course, the next time a spool is required to be nailed down, it is expecting too much of human nature that the hammer should not be used. With all that explosive dust about, the use of the hammer would be quite enough to cause the explosion.

EVIDENCE OF SURVIVORS. A young girl employed in the factory was next called. She said she was a powder-filler. She was working with five others on the day of the explosion in the small room near the centre of the building (where the principal explosion took place, at some time subsequent to the first one). She filled cardboard tubes with explosive by means of a twelve-pronged scoop. Her first knowledge that something was wrong was the sight of people running. She ran too; in fact, she ran all the way home. She heard the explosion after she got out of the building.

This witness seemed too young to have any sense of the importance of the matter in hand or of the questions put to her. After some time spent in fruitless questions, the Coroner asked Insp. Murphy if he had another witness who might prove more useful. The Inspector said he had one; at the other end of the scale, and led into the witness-box an ancient dame, who said her duty was to insert fuses in the crackers. It appeared that she was working in the large room where the trouble began, but she, too, said she heard no explosion. "People ran, so she ran too." One gathered from the poor creature's muddled story that she was twice knocked over and nearly crushed to death by the weight of people who fell upon her in a terrible struggle to get out through the doorway. "I prayed for mercy and called out loudly," said the witness, and her words suggested that many were doing the same. No doubt the clamour and confusion made it difficult for any of the survivors to give a clear account of what happened.

The inquiry will be concluded to-day.

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Port Said and Marseilles.KLEIST MARU ... Friday, 11th Mar., at 11 a.m.
MISHIMA MARU ... Friday, 18th Mar., at 11 a.m.
SADO MARU ... Friday, 1st Apr., at 11 a.m.
KITANO MARU ... Friday, 15th Apr., at 11 a.m.**HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.**

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Thursday, 10th March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.TANGO MARU ... Monday, 28th Mar., at 11 a.m.
NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.
ARI MARU ... Tuesday, 17th May, at 11 a.m.**NEW YORK via Suez.**

AKITA MARU ... Tuesday, 32nd March.

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BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA MARU ... Saturday, 26th March.

CALCUTTA & BANGALORE via Singapore & Penang.

TOYOAKA MARU ... Tuesday, 8th March, 1 P.M.

MURORAN MARU ... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

WAKASA MARU ... Tuesday, 8th Mar., at Noon.

HEIJIN MARU ... Tuesday, 15th March.

INABA MARU ... Friday, 18th Mar., at 11 a.m.

KAMO MARU ... Thursday, 31st Mar., at 11 a.m.

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THE CONSORTIUM AND CHINESE BANKERS.

VIEWS OF AMERICAN GROUP.

CHINA'S NEED OF FOREIGN MONEY.

[BY FREDERICK W. STEVENS.]

SHANGHAI, February 25th.

As representative in China of the group of American bankers, (for whom only, I speak) I have been asked several questions, among others—what I think of the group of Chinese bankers.

I am glad that it has been formed and that it is headed by able men. Its formation shows that this influential class of Chinese business men are now alive to the importance of their taking an active part in solving some of China's national problems. As one of them recently said, fundamentally all Chinese problems must be solved by the Chinese people themselves. I am deeply impressed by the well-known fact that the Chinese masses are sober, industrious, thrifty and peaceable. People with such qualities will surely some day have a stable and beneficent government, and the day will be hastened by this banking group, by commercial groups and by other groups of good citizens, all aiming to help.

If the group of Chinese bankers is to be governed at all times by the policy announced by one of its spokesmen, Chang Chin-gan, and indicated by the terms of the Railway Loan Agreement of 15th January, then I say—long life and prosperity to it, for it will then be a good thing for the Chinese people; and whatever is a good thing for them is a good thing for the American bankers. The stronger the Chinese group of bankers becomes, and the longer it lasts, and the more money it furnishes to China for strictly constructive purposes benefiting the Chinese people at large, the better. I agree with Mr. Chang that foreign money should be borrowed by China only when the Chinese people, acting through this Chinese group or otherwise, find themselves unequal to the magnitude of the task presented. The American bankers have no desire to loan money to China when foreign money is not needed by her, and there should not be the slightest occasion at any time for any but the most friendly relations between the Chinese bankers and the American bankers. On the contrary, I believe they will always be good friends.

I have also been asked: "Do you think that China needs to borrow foreign money; and if so, why?" Let me tell a short story. The American States west of the Mississippi river contain over 2,100,000 square miles, more than in all of China proper including Manchuria. Sixty years ago that great American area had no railroad, no large city, and it contained few people except roving tribes of more or less savage Indians. Its vast deposits of natural resources, its millions upon millions of fertile acres, were doing the American people little good. To-day there are millions of prosperous people living there, hundreds of great modern cities, vast industrial activities; and those fertile acres produce enormous quantities of food for the people in all parts of America and for export to other peoples. That area is now a great factor in the commercial, financial and military strength of the American States.

What made the present conditions possible? Railroads and highways. And the first railroads across that area were built largely with "foreign money"—borrowed in Europe, on railroad bonds issued in America.

In western China, with its vast areas of fertile acres, wheat is selling, I am told, at about ten cents a bushel. But the enormous quantities of food products that could be produced there, can be gotten to eastern China or to river ports only on the backs of mules or on wheelbarrows. There is no railroad, there is no high way for modern vehicles. For want of railroads and modern highways, vast mineral resources in that western country and in many other parts of China are useless to her people, millions of whom are employed only in non-productive labour that does not enrich China. Millions upon millions of fertile acres are serving only a small part of her people. Factories, mills and other great industrial activities, that would give productive labour to her people, await the building of railroads and highways. They will cost many millions of dollars, but they will be worth all they cost, and they will pay for themselves in short periods. Will the people of China themselves provide these millions?

The completion of the railroad from Hankow to Canton, which will mean so much to China commercially and politically, will cost from thirty to forty millions of dollars gold. Will the people of China themselves provide these millions? I am told and believe that control by China of the Chinese Eastern Railway in Manchuria is highly important to her, and that it involves raising a vast sum of money at no distant day. Will the people of China themselves provide these millions?

Money borrowed must some day be repaid, even when borrowed for non-productive purposes. China owes a large internal debt and large foreign debts. Will the people of China themselves furnish not only the money to pay these debts but to build railroads also?

Public opinion in China is now a factor of importance. When a Central Government for all China results from the much needed reconciliation of the provinces and Chinese officials assume the responsibility of dealing with these great problems, they will find their work for China much harder by reason of the false views published broadcast in China about the international consortium. It will then be interesting to learn who are responsible for this anti-consortium propaganda.

Education has as its mission to teach us to live, and is a lifelong process.—Lord Belper.

IMPORTANT WAR CONTRACT CASE IN JAPAN.

JUDGMENT IN FAVOUR OF BRITISH FIRM FOR Y2,500,057.34.

CONTRACT INVOLVING PURCHASE OF STEAMERS.

Judgment in what is believed to be the largest case ever decided by the Imperial Japanese Courts has been given in favour of the British firm, the Federal Steam Navigation Co., Ltd., of London, who claimed Y2,500,057.34, from the Nippon Kisen Kabushiki Kaisha of Kobe.

Oral judgment was pronounced by Mr. Justice Sawaragi, President of the Kobe District Court, on December 20th, 1920; but the written judgment was not served upon the parties until January 20th.

The case created considerable comment in Kobe, as it was known that the British Government was an interested party in the suit.

The British plaintiff was represented by Dr. S. Kishi and Mr. John Gadsby, barrister-at-law, both of Tokyo; and the Nippon Kisen Kabushiki Kaisha's case was argued by Dr. Iwata.

The text of the judgment states that the Nippon Kisen Kabushiki Kaisha shall pay to the Federal Steam Navigation Co., Ltd., the sum of two million eight hundred thousand and fifty-seven yen and thirty-four sen, with interest at the rate of 6 per cent. per annum computed from April 2nd, 1917, until the date of payment; that the cost of the suit shall be borne by the Nippon Kisen Kabushiki Kaisha, and that the Federal Steam Navigation Co., Ltd., may provisionally execute the judgment on condition of depositing one million yen as security.

The facts of the case, says the *Japan Gazette*, were rather complicated, but may be summarised briefly as follows:—The Federal Steam Navigation Co., Ltd., acting by its local agents, Messrs. Dodwell & Co., Ltd., of Kobe, on April 2nd, 1917, made four separate contracts for the purchase of four steamers which were said to be under construction at the dockyard of the Osaka Iron Works, to the order of the Nippon Kisen Kabushiki Kaisha, on the terms that the four steamers, named respectively the *War Scout*, *War Sapper*, *War Veteran* and *War Gunner*, should be completed by dates which varied between the last day of October, 1917, and the last day of November of the same year. The contract price was \$48 per ton, and 20 per cent. of this price, or Y2,500,057.34, was paid by the British Company to the Japanese, who guaranteed that 60 per cent. of the materials required for the construction of the said steamers was in the yard and 40 per cent. on the way and to be so used. The contracts each contained a cancelling date which was fixed in each case one month later than the date of completion, and a stipulation giving the plaintiffs an option to cancel the contract after the lapse of the cancelling dates and to demand the return of the Y2,500,057.34 paid as aforesaid with interest at the rate of 6 per cent. per annum.

It was soon discovered that the materials were not available in accordance with guarantee; and the Japanese Company not only failed to deliver any of the steamers on due time, but also requested the assistance of the British authorities in obtaining new materials from America.

Owing to representations made through diplomatic channels, a large quantity of materials was procured; but not even a keel had been laid when the plaintiffs notified the defendants, on January 31st, 1919, of their cancellation of the contracts and demanded the return of the Y2,500,057.34 with interest, as stipulated by the contracts.

The defendants refused to comply with this notice, and after some abortive attempts to arbitrate the dispute, suit was filed in the Kobe District Court.

The legal arguments were long and somewhat intricate. The British Company pleaded a breach of the contract and also that the said contracts were "time contracts" (Eigogosei) concluded in order that the use of the steamers might be available for war purposes in the interests of the Allies, with the result that the contracts had been automatically cancelled with the coming into force of the Peace Treaty on January 10th, 1920.

Dr. Iwata pleaded that the delivery of the steamers had been postponed by agreement between the parties, and that the right to cancel the contracts had ceased to exist by reason of the plaintiffs having demanded performance of the contracts after the lapse of the cancelling dates in each case. Counsel argued the existence of a local custom by which a right of cancellation was lost when a purchaser had demanded performance after the lapse of the cancelling date, and pleaded that the parties had entered into the actual contracts with the intention of observing such custom.

It is an open secret that the money paid to the Nippon Kisen by the Federal Steam Navigation Co., Ltd., was the money of His Britannic Majesty's Government, for whom the steamers were intended.

In giving judgment in favour of the British plaintiffs, the learned Judge, after summarising the facts, found that the defendants' pleas were devoid of foundation and that the plaintiff firm had preserved its right of cancellation, which it was entitled to exercise at any time previous to the delivery of the steamers, when once the cancelling dates had been passed.

Civilisations die when it is worth nobody's while to do a good day's work.—Dean Inge.

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MANILA ... "YUENSANG" ... Fri., 11th Mar., 3 p.m.
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S.S. "GLENGLYLE" ... 25th Apr.**HOMEWARDS**Vessel ... Leaves Hongkong ... Discharges
S.S. "GLENARIFFE" ... 18th Mar. ... GENOA, LONDON & ROTTERDAM.
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SHIPPING NEWS

ARRIVALS.

March 26th.

Ship Shing, British str., 1,199 tons, from Canton, with a general cargo.—J.M. & Co.

Teo Pao, British str., 978 tons, Capt. Skinner, from Hoihow, with rice.—J.M. & Co.

Toku Maru, Japanese str., 1,412 tons, Capt. Shimono, from Saigon, with rice.—Wo Fat Shing.

Ying Chow, British str., 1,216 tons, Capt. Byers, from Canton, with a general cargo.—B. & S.

March 27th.

Hop Sang, British str., 1,358 tons, Capt. Ferguson, from Canton, with a general cargo.—J.M. & Co.

Hungaria, Italian str., 4,270 tons, Capt. Casar, from Shanghai, with a general cargo.—Dodwell & Co.

Ichang, British str., 1,220 tons, Capt. McCulloch, from Canton, with a general cargo.—B. & S.

Liangchow, British str., 1,220 tons, Capt. S. J. Scott, from Bangkok and Hoihow, with rice.—B. & S.

Nichiren Maru, Japanese str., 1,188 tons, Capt. K. Funnakoshi, from Canton, —M.B.K.

Shangtung, British str., 1,560 tons, Capt. E. Monkman, from Canton, with a general cargo.—B. & S.

Tientsin, British str., 1,227 tons, Capt. Dillion, from Swatow, with a general cargo.—B. & S.

Toyo Maru, No. 2, Japanese str., 1,632 tons, Capt. Hayakawa, from Saigon, with rice.—Sato.

Toyo Maru, Japanese str., 4,388 tons, Capt. Oya, from Nagasaki, with a general cargo.—N.Y.K.

Wakasa Maru, Japanese str., 3,604 tons, Capt. Tada, from Singapore, with a general cargo.—N.Y.K.

Wanun, Chinese str., 245 tons, Capt. Chan Kum Shing, from K. C. Wan, with a general cargo.—Po Sang.

Yuen Sang, British str., 1,128 tons, Capt. J. McAluish, from Manila, with a general cargo.—B. & S.

CLEARANCES.

March 27th.

Ship Shing, for Tientsin.

Fujian Maru, for Hongkong.

Haimun, for Haiphong.

Hop Sang, for Shanghai.

Ichang, for Shanghai.

Nichiren Maru, for Hongkong.

Pen Sheng, for Bangkok.

Seang Lee, for Singapore.

Shantung, for Shanghai.

Shan Maru, for Singapore.

Shun Shing, for K. C. Wan.

Tientsin, for Canton.

Toyo Maru, for Singapore.

Wakasa Maru, for Yokohama.

Wanun, for K. C. Wan.

Ying Chow, for Shanghai.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* from Hongkong on February 10th, arrived at Vancouver on March 1st.

The R.M.S. *Montezuma* arrived at Kobe on March 26th, left there the following morning, and was due at Moji yesterday morning.

The s.s. *Atrius* (Blue Funnel line) left Singapore on March 26th p.m. for Hongkong, and is due here on March 11th, p.m.

The s.s. *Stentor* (Blue Funnel line) left Moji on March 26th for London, Amsterdam and Antwerp, via Hongkong, and is due here on March 10th. She will sail on March 11th.

The P. & O. s.s. *Nankin* left Singapore for Hongkong on March 26th instant at 8 a.m., and is due here on March 11th about 8 a.m.

The P. & O. s.s. *Dilwara* left Shanghai for Hongkong on March 26th at 8.30 a.m. and is due here on March 9th about 8 a.m.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.

Alway (Blue Funnel line), due March 26th.

Alway (Barber line), due March 26th.

Alway (Blue Funnel), due March 11th.

Alway (Blue Funnel), due March 26th.

Benavara (Ben line), from Europe, due March 10th.

Cadavetta (Admiral line), from Saigon, due about April 5th.

Coast (Admiral line), from Portland Ore, due about April 5th.

Crosskey (Admiral line), from Seattle, Wash., due about April 5th.

Egyptian (Blue Funnel), due March 16th.

Egyptian (Blue Funnel), due March 20th.

Egyptian (Blue Funnel), due April 30th.

Glynn (Admiral line), from Saigon, due about March 15th.

Gregory (B.I. and Apar line), from Calcutta, due March 26th.

Idomenus (Blue Funnel line), from England, due March 11th.

Inaba Maru (N.Y.K.), from London, due March 17th.

Japan (Blue Funnel), due March 10th.

Kaiti (N.Y.K.), from Japan, due March 26th.

Kamata Maru (N.Y.K.), from Liverpool, due April 10th.

Lake Onawa (Admiral line), from Saigon, due about March 25th.

Montezuma, due March 14th, at 7 a.m.

Nikko Maru (N.Y.K.), from Australia, due March 14th.

Paylet (Admiral line), from Manila, P.I., due about March 10th.

Perrins (Blue Funnel), due March 21st.

Satsuma (Barber line), from Shanghai, due about March 15th.

St. Albans (E. & A.), from Moji, due March 26th, about 2 p.m.

Wakasa Maru (Blue Funnel), due April 12th.

Wheatland Montana (Admiral line), from Singapore, due about March 12th.

ITALIAN GUNBOAT LAUNCHED AT SHANGHAI.

FOR SERVICE IN THE CHUNGKING RAPIDS.

A river gunboat named *Ermanno Carlotto*, built to the order of the Italian Government, was launched last week from the Pootung shipyard of the Shanghai Dock and Engineering Co., Ltd.

The *Ermanno Carlotto* has been designed and built by the Dock Company for service on the Yangtze and Chungking rapids and is the result of their extensive experience of this special type of gunboat for the service intended. The hull plating from the waterline up, also the complete superstructure and houses, are built entirely of special bullet-proof plating. The vessel measures 160 feet in length between perpendiculars by 24 ft. 6 in. in moulded breadth, and is fitted with two independent sets of triple-expansion, surface-condensing engines built by the Dock Company, while steam is generated in two large water-tube boilers of the "Yarrow" type.

The auxiliary machinery includes independent circulating pumps, Weir's type feed pumps, fire and bilge pumps; evaporating distilling plant, two oil-driven generating sets for electric lighting and fans, steam capstan forward and aft, and an aft steam steering gear and the usual other fittings.

JAPANESE SHIP CONSTRUCTION.

THE DEMAND FOR SUPERIOR SHIPS.

Japanese shipowners are more desirous than ever before of securing superior vessels, as a reaction from the hasty construction of vessels during the war. As evidence of this tendency, the fact is pointed out in shipping circles that the Nippon Yusen Kaisha recently ordered the *Hakone Maru*, the *Hakura Maru*, and the *Amakura Maru*, all of 10,000-ton type, from the Mitsubishi Shipyard, and also the *Chitose Maru*, an ice-breaker, from the Yokohama Dockyard. The Toyo Kisen Kaisha has also launched the *Hiyo Maru*, which is furnished with electric motive power, and the company has also ordered the *Ginkyo Maru*, the *Kokyo Maru*, the *Gokyo Maru*, and six other ships of T-class.

This new tendency is hailed as auguring well for the future of the country's shipping. All shipping men agree that generally speaking, Japanese ships are inferior to British and American vessels, and that superior ships are indispensable to Japan in order to overcome foreign competition. This was fully recognized during the war, a period when Japan's shipbuilding industry underwent a revolutionary development, but at that time there was practically no competition against Japanese ships, and moreover, the first consideration was to turn out tonnage quickly. Thus the necessity for superior ships was apt to be ignored, but with the prospect of keen competition from foreign ships, it is now felt more acutely than ever before, and this recognition is gradually taking shape.—*Japan Advertiser*.

ANOTHER SHIP LAUNCHED AT SHANGHAI.

From the slips of the Kiangnan Dock and Engineering Works at Shanghai was launched a steamer named the *Oriental*, built to the order of the United States Shipping Board. The christening ceremony was performed by Mrs. Tseng, wife of Captain Tseng Yeh-ting, of the Naval Board, Peking.

Appended are some of the *Oriental's* principal dimensions and particulars:—Length overall, 445 ft. length between perpendiculars, 430 ft.; breadth, moulded, 55 ft.; depth, moulded, 38 ft.; draft, loaded, 27 ft. 14,750 tons displacement; deadweight carrying capacity about 10,500 tons; single screw, triple expansion engines of 3,500 h.p.; three Marine Cylindrical return tube boilers, working pressure, 200 lbs. per sq. inch, fitted with Foster Superheaters.

The boilers are arranged to burn coal or oil and are fitted with Howden's system of forced draught. Weir's feed pumps, direct contact feed-heater and evaporator and distilling condenser are fitted for boiler feeding and make up also for culinary purposes.

The deck machinery consists of one powerful anchor winch to handle anchors weighing 3½ tons; eleven steam winches each capable of lifting 5 tons direct from the barrel with the same number of derricks for handling general cargo and 30 tons derricks fitted to either mast; two pole masts and six samson posts. The steam-steering gear is of the Wilson-Petrie type actuated by telemotor gear, no steering chains being employed. This gear acts direct on the rudder spindle. A steam driven ice making plant and large cold-chamber is fitted. Wireless is installed in accordance with U.S. Regulations.

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The first passenger steamer to be operated by the Admiral line on the Trans-Pacific Service, will be the s.s. *Venatchee*, and a cable just received states that on her trial trip this vessel attained a speed of 20 knots per hour with an average for the trip of 18½ knots. Basing her schedule on a minimum of 17 knots per hour this vessel will make the run from Hongkong to Victoria, B.C. and Seattle, Washington, in 29 days.

The *Venatchee* will leave Seattle, Washington, on April 8th and is due to arrive at Hongkong on April 30th, leaving here on May 2nd for Manila. She will depart from Manila on May 10th, arriving at Hongkong on May 12th, and leaving Hongkong on May 14th for Shanghai, Japan ports, Victoria and Seattle, and arriving at the latter port on June 3rd.

Within five weeks after the sailing of the s.s. *Venatchee* from Seattle, the second ship of the fleet, the s.s. *Agassiz* will depart, leaving Seattle on May 14th and arriving at Hongkong on June 6th. On the return trip, the *Agassiz* will leave Hongkong on June 18th.

Accommodations, rates and general information may be obtained at the Passenger Office of the Admiral line, Hotel Mansions.

AMERICA AND PACIFIC SHIPPING.

FASTER SHIPS URGED.

"Soft drinks, prayer books and hymnals in the saloons of American ships will not fill the passenger lists," declared I. F. Blaine of the Seattle Chamber of Commerce at a Shipping Board Conference held to consider trade routes to the Orient. Japanese and British interests, he said, were putting bigger and faster ships on the service between Vancouver and the Far East. "He said that the Shipping Board must not only call the boats of its foreign rivals, but should also raise them once in a while, seizing every opportunity while in the game for passenger traffic, if the board wants Americans to patronize American ships. He urged that shorter routes be established between America and the Orient. Seattle would then have advantages over other Pacific Coast ports for such lines."

The representatives of Astoria in the State of Washington requested that two of the new 355-ton vessels be allotted to Astoria to be put on the American-Orient run.

James Emery of the San Francisco Chamber of Commerce said he agreed with I. F. Blaine as regards the liquor question on ships. The vessels ought to be dry, he said, but it was not necessary that the passengers should also be dry. He urged the importance of San Francisco as the primary gateway to the Pacific.

Representatives from Portland, Oregon, urged that Portland should be the terminal, while representatives from Los Angeles urged that all ports on the Pacific Coast should be equally developed "in order to avoid congestion at any one port and asked that a commission be established to consider the development of all ports."

The Shipping Board took under advisement the distribution of the eleven 355-ton combination passenger and cargo ships to be put into commission shortly.

FIFTEEN SHIPS TO PACIFIC.

Rear-Admiral William E. Benson, chairman of the United States Shipping Board, announced that he would allocate 15 vessels for service on routes from the Pacific Coast to the Orient.

Admiral Benson said that he hoped to increase this number in the future as 15 may not satisfy the demands of all the Pacific Coast ports.

HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The Ball is hoisted half mast at the 15th minute and full mast at the 37th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the Time Ball be out of order the above routine will be carried out with the flag "Z," on the Stern Signal mast.

Time Signals are also given at night by means of "blue" white lamps, mounted vertically on the Observatory's "Christmas mast." From 8.30 to 9.00 p.m. the lamps are extinguished momentarily at three-second intervals, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (5 hours East of Greenwich).

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EMPEROR OF ASIA	Hongkong	Mar. 31
EMPEROR OF RUSSIA	Hongkong	Apr. 1
EMPEROR OF JAPAN	Hongkong	Apr. 2
EMPEROR OF ASIA	Hongkong	Apr. 3
EMPEROR OF RUSSIA	Hongkong	Apr. 4
EMPEROR OF JAPAN	Hongkong	Apr. 5
EMPEROR OF ASIA	Hongkong	Apr. 6
EMPEROR OF RUSSIA	Hongkong	Apr. 7
EMPEROR OF JAPAN	Hongkong	Apr. 8
EMPEROR OF ASIA	Hongkong	Apr. 9
EMPEROR OF RUSSIA	Hongkong	Apr. 10

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WEATHER REPORT.

March 27th. at 11.45.—Pressure has decreased considerably over N.E. Japan, moderately over S.W. Japan, and slightly at Shanghai and in the extreme South. It has increased moderately at Weihaiwei.

The anti-cyclone has merged into another which has formed over N. China.

Fresh monsoon may be expected, along the south-east coast of China, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.98 inches against an average of 3.53 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock—N. winds, moderate to fresh; overcast, some drizzling rain or mist.

Formosa Channel—N.E. winds, strong.

South coast of China between Hongkong and Lamook—The same as Hongkong and Lamook. No. 1.

South coast of China between Hongkong and Hainan—The same as Hongkong and Hainan. No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

MARCH 27th, 1921.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Wind
Vladivostok	8	30.80	58	75	W	1	1
Wentou	8	29.86	58	75	W	1	1
Hakodate	8	29.86	58	75	W	1	1
Tokio	8	29.86	58	75	W	1	1
Kobe	8	29.86	58	75	W	1	1
Nagasaki	8	29.86	58	75	W	1	1
Kagoshima	8	29.86	58	75	W	1	1
Osaka	8	29.86	58	75	W	1	1
Naha	8	29.86	58	75	W	1	1
Ishigaki	8	29.86	58	75	W	1	1
Bonin Island	8	29.86	58	75	W	1	1
Weihaiwei	8	29.86	58	75	W	1	1
Hankow	8	29.86	58	75	W	1	1
Ichang	8	29.86	58	75	W	1	1
Kinkiang	8	29.86	58	75	W	1	1
Chungking	8	29.86	58	75	W	1	1
Shanghai	8	29.86	58	75	W	1	1

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG
S.S. "VIGO" ... 4th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 8th Mar., Noon.
AMOI, MANILA, CEBU & LOMO	"TAMING"	On 8th Mar., 3 p.m.
SHANGHAI	"TEAN"	On 8th Mar., Noon.
SWATOW & SHANGHAI	"TIENHSIN"	On 9th Mar., Noon.
WHAIRAI, CANTON & DALNY	"CHIHAI"	On 10th Mar., D'light.
TIENHSIN	"LIAOCHOW"	On 10th Mar., 8 a.m.
SWATOW & SHANGHAI	"SUINING"	On 10th Mar., 10 a.m.
SHANGHAI	"SUIYANG"	On 10th Mar., Noon.
SHANGHAI & TIENTSIN	"SUIYANG"	On 10th Mar., Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 10 Days).

"HAILONG"	Capt. W. Cooper	TUESDAY, Mar. 8th, at 12 Noon.
"HAIHONG"	Capt. A. H. Bowdler	FRIDAY, Mar. 11th, at 12 Noon.
"HAIHONG"	Capt. W. C. Pasmore	TUESDAY, Mar. 15th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.)

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"OHIO" ... 10,000	On or about 13th Mar.

MARSEILLES via BANGALORE, COLOMBO, DIBOUTI, SUEZ, PORT SAID	"PORTHOS" ... 20,000	On or about 13th March.
	"CORDILLERE" ... 10,000	On or about 28th March.

ALL STEAMERS Fitted WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

E. RODENFUSCH
Acting Agent,
Queen's Building

TELEPHONE 740.

P. & O. - BRITISH INDIA.
APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RND SNA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	10th Mar. Noon	Singapore, Colombo & Bombay.
"KARMA"	9,000	19th Mar.	Marselles, London & Antwerp.
"KARBIM"	9,000	25th Mar.	do.
"NANKIN"	7,000	3rd Apr.	do.
"DUNERA"	5,414	11th Apr.	Singapore, Colombo & Bombay.
"KHYBER"	9,000	15th Apr.	Marselles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS (South)

"EURYALUS"	4,000	9th Mar. 9 a.m.	Singapore.
"ARRATON APCAR"	4,510	17th Mar.	Calcutta via S'pore, P'ang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	10th March	Sandakan, Thursday Island, Townsville, Brisbane.
"EASTERN"	4,000	5th April	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,848	11th Mar.	Shanghai & Kobe.
"NANKIN"	7,000	18th Mar. 10 a.m.	Shanghai, Moji & Kobe.
"KHYBER"	9,000	14th Mar.	Shanghai & Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steaming and Sailing dates are liable to be cancelled or altered without notice.
Passes Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 in. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & Dorell, at 10 a.m. on MONDAY and THURSDAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"SHUNKO MARU" ... Friday, 16th March.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Sunday, 13th March.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Friday, 11th March.

"KAGADO MARU" (Taking Passengers) ... Monday, 28th Mar.

"INDUS MARU" ... Tuesday, 29th March.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Tuesday, 8th Mar.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.

Via Shanghai and Dairen—Regular fortnightly passenger service, connecting at

intermediate ports in Japan, taking cargo to OVERLAND PORTS U.S. in con-

nection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Tuesday, 15th Mar.

NEW YORK—Regular monthly service via Japan Ports (San Francisco, Panama and

Colon Ports).

"AMAZON MARU" ... Wednesday, 9th March.

Taking cargo to Frisco & New York.

NEW ORLEANS LINE.

"CELESTES MARU" ... End of March.

Taking Cargo to Frisco, Panama Zone & Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 13th Mar.

TAKAO via SWATOW & AMOI

"SORBU MARU" ... Sunday, 13th Mar.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia (via Hongkong for Austr.)

"TAIYUAN" 13th Mar. 16th Mar.

SAILING SINGAPORE to AUSTRALIA.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
KORRA MARU	20,000	March 15th.
SIBERIA MARU	20,000	March 19th.
SHINYO MARU	22,000	April 2nd.
SHINYO MARU	22,000	April 27th.
FRESIA MARU	9,000	May 14th.

† Calling at Dairen instead of Nagasaki. † Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIS-
CRUZ, BALBOA, CALLAO, MOLLENO, ARICA & IQUIQUE.

TAKEN BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
ANYO MARU	18,700	March 15th.
HAYO MARU	18,700	March 19th.
SEIYO MARU	14,000	April 2nd.
SEIYO MARU	14,000	May 15th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,
King's Building.

Tel. Nos. 2274 & 2275.

Agents at Canton:

Messrs. T. H. GRIFFITHS, LTD.

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TRANS-PACIFIC PASSENGER AND FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For VICTORIA and SEATTLE.

Calling at Shanghai and Japan Ports.

SS. "WENATCHEE" ... Passenger and Freight—May 14th.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports).

"WHEATLAND MONTANA" ... Freight Only—About March 15th.

"CROSSKEYS" ... do. About April 5th.

For PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"PAWLET" ... Freight only—About Mar. 7th.

"COAXET" ... do. About April 4th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

5th Floor, Hotel Mansions Building.

Telephone 2477 & 2478.

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THE ADMIRAL LINE

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS

OPERATING THE FOLLOWING U.S.S. STEAMERS

LAKE ONAWA ... March 15th.

GLYMONT ... March 25th.

CADARETTA ... April 5th.

Through bills of lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALTY. Telephone 2477 & 2478.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SATSUMA" ... March 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP

LINES, INC.,

THE ADMIRAL LINE,

5th Floor

HOTEL MANSIONS.

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CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... April 11th.

SPECIAL SAILING FOR SHANGHAI.

"HWAH PING" ... March 18th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.,

Agents,

112, Cross Street Road Central.

Tel. 2207.

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POST OFFICE NOTICE

INWARD MAILS:

FROM	PER	DOE
JAPAN...	St. Albans	8th inst.
SHANGHAI...	Somerset	8th inst.
SHANGHAI...	Devon	9th inst.
JAPAN AND SHANGHAI	Eleat	9th inst.
Europe via Suez (Letters and News)	Gregory Apat	9th inst.
papers London 3rd Feb	Nankin	11th inst.
STRAITS		

OUTWARD MAILS:

For	Per	Date
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Hungaria...	Tuesday, 8th, 10.00 A.M.
Amoy, Shanghai, and North China	Shantung	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Hai Long	Tuesday, 8th, 11.00 A.M.
Shanghai, N. China, and Japan	Wakana Maru	Tuesday, 8th, 11.00 A.M.
Haiphong	Hainan	Tuesday, 8th, 11.00 A.M.
Straits, Bangkok, Calcutta and Aden	Toyooka Maru	Tuesday, 8th, NOON
Saigon, Straits and Bangkok	Shien Maru	Tuesday, 8th, 2.00 P.M.
Amoy, and Philippine Islands	Taming	Tuesday, 8th, 2.00 P.M.
Shanghai, and North China	Tan	Tuesday, 8th, 2.00 P.M.
Saigon, Straits, Bangkok, Egypt and EUROPE via SUEZ	Helenus	Tuesday, 8th, 2.30 P.M.
Samah and Wuchow	Tai Ming	Tuesday, 8th, 5.00 P.M.
Swatow and Bangkok	Chuanang	Tuesday, 8th, 5.00 P.M.
Japan	Lauang	Tuesday, 8th, 5.00 P.M.
Straits and Bangkok	Euryalus	Wednesday, 9th, 7.30 A.M.
Haiphong and Haiphong	Teopao	Wednesday, 9th, 8.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Fushimi Maru	Wednesday, 9th, 8.45 A.M.
Swatow, Amoy and N. China	Tientsin	Wednesday, 9th, 11.00 A.M.
Swatow, Amoy and N. China	Paochow	Wednesday, 9th, 5.00 P.M.
Swatow, Amoy and N. China	Chihli	Wednesday, 9th, 5.00 P.M.
Swatow, Amoy and N. China	Liangchow	Thursday, 10th, 8.00 A.M.
Swatow, Amoy and N. China	Suming	Thursday, 10th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Dileura	Thursday, 10th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Kleth	Friday, 11th, 8.45 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Toyama Maru	Friday, 11th, 9.30 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Haiching	Friday, 11th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Yuenang	Friday, 11th, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Shenlor	Friday, 11th, 2.30 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Nankin	Saturday, 12th, 8.30 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Swing	Saturday, 12th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Yaching	Saturday, 12th, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Amakusa Maru	Sunday, 13th, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Kueichow	Monday, 14th, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Luchow	Tuesday, 15th, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Korea Maru	Tuesday, 15th, 9.45 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Alabama Maru	Tuesday, 15th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Nikko Maru	Tuesday, 15th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Anjo Maru	Tuesday, 15th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Hai Hong	Tuesday, 15th, 11.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Mikima Maru	Friday, 18th, 8.45 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Isaba Maru	Friday, 18th, 9.30 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"HELENUS"	8TH MAR. London, Amsterdam & Hamburg.
"STENTOR"	11TH MAR. London, Amsterdam & Antwerp.
"KEEMUN"	23RD MAR. London, Amsterdam & Hamburg.
"NINGCHOW"	5TH APR. London, Amsterdam & Antwerp.
"THESEUS"	12TH APR. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"TELAMON"	22ND MAR. Havre & Liverpool.
"KT. OF THE GARTER"	29TH MAR. Genoa, M'illes, L'pool & G'gow.
"IDOMENEUS"	12TH APR. Havre & Liverpool.
"AJAX"	19TH APR. Genoa, M'illes, L'pool & G'gow.

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"TALHYBIUS"	16TH MAR. Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH APR.
"PROTESILAUS"	4TH MAY

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"LAERTES"	27TH MAR. via Suez.
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HOMEWARD PASSENGER SERVICE

"STENTOR"	11TH MAR. for London.
"IDOMENEUS"	12TH APR. for Liverpool.
"PYRRHUS"	3RD MAY, for London.
"ANCHISES"	10TH JUNE for Liverpool.
"TEIRESIAS"	7TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO-

BUTTERFIELD & SWIRE, AGENTS.

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COMMERCIAL. OPENING QUOTATIONS.

March 7th.	
On LONDON—	Telegraphic Transfer ... 2/9
Bank Bills, on demand	2/11
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months sight	2/3
Credit, at 4 months sight	2/4
Documentary Bills, 4 months sight	2/4
On PARIS—	Bank Bills, on demand ... 800
Credit, 4 months sight	680
On NEW YORK—	Bank Bills, on demand ... 43
Credit, at 60 days sight	48
On BOMBAY—	Telegraphic Transfer ... 17 1/2
Bank Bills, on demand	17 1/2
On CALCUTTA—	Telegraphic Transfer ... 17 1/2
Bank Bills, on demand	17 1/2
On SHANGHAI—	Bank Bills, at sight ... 17 1/2
Private, 30 days sight	—
On YOKOHAMA—	On demand ... 88
On MANILA—	On demand—Pesos ... 91
On SINGAPORE—	On demand ... 135
On BATAVIA—	On demand ... 135
On HATYONG—	On demand ... 135
On SAIGON—	On demand ... 135
On HONGKONG—	On demand ... 135
Currents, Bank's Buying Rate	\$3.50 p.
Gold Lend 100 fine, per tal.	\$3.50
Bar SILVER per oz.	30jd.
Per cent.	—
Hongkong ... 10 cents place	— 0.05 Premium
Hongkong ... 10	— 0.10 Discount
Canton ... 10	— 18.80
Canton ... 10	— 0.00

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$20,000,000.00

Paid-up Capital ... 12,379,800.00

Reserve Fund ... 7,780,200.00

HEAD OFFICE—PEKING

HONGKONG BRANCH—20-21, Consulate Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

TRUYEE PEI, Manager.

Hongkong, February 7th, 1921.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1859.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000

Reserve Fund ... \$2,500,000

Reserve Liability of Proprietors ... \$2,500,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, February 23rd, 1921.

BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

Subscribed Capital ... Fr. 150,000,000

Paid Up Capital ... Fr. 75,000,000

Reserve Funds ... Fr. 60,000,000

Deposits ... Fr. 88,000,000

This Chinese Government Owns one-third of the Capital.

Chairman of the Board of Directors ... André Berthelot

General Manager ... A. J. Pernette

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon, Hongkong, Yunnan

Marseilles, Hankow, Vladivostok

Peking, Singapore, Foochow

Shanghai, Canton, Swatow

Tientsin, Saigon, Yokohama

Hankow, Haiphong, Moukden

New York, London, Antwerp

Bordeaux, Tientsin, Paoan-Pan

Dunkirk, Batavia

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In SAN FRANCISCO: Crocker-National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTAGNE, Manager.

Hongkong, January 20th, 1921.

HONGKONG BRANCH, 8, Des Voeux Road Central, Hongkong, September 1st, 1920.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Paid-up Capital ... \$15,000,000

Reserve Funds ... \$2,500,000

Starting ... \$21,500,000

Reserve Liability of Proprietors \$15,000,000

Court of Directors:

G. T. M. EDKINS, Esq.—Chairman.

G. M. DODWELL, Esq.—Deputy Chairman.

A. H. COMPTON, Esq.—A. O. LANG, Esq.

A. S. GUNNAY, Esq.—Hon. Mr. E. V. D. PARR.

Hon. Mr. P. H. HOLYOAK, W. L. PATTENDEN, Esq.

Hon. Mr. J. JOHNSTONE, J. A. PLUMMER, Esq.

Chief Manager: A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.

Acting Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, February 28th, 1921.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Building, HONGKONG.

Chairman of Board of Directors

MR. WONG SHU HAM.

Chief Manager ... Mr. L. S. HOLUM.

Asst. Manager ... Mr. K. T. WONG.

Hongkong Manager Mr. L. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLUM, Chief Manager.

Hongkong, October 2nd, 1920.

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:

No. 2, Queen's Road Central, HONGKONG

Established 1919.

PAID-UP CAPITAL ... \$2,000,000.00

RESERVE FUND ... \$500,000.00

DIRECTORS:

Mr. Fong Yai Tze, Chairman.

Mr. Chow Shou Son, Mr. Kan Ying Po.

Mr. Li Koon Chun, Mr. Mok Ching Keng.

Mr. Fung Ping Shan, Mr. Wang Yan Tung.

Mr. P. K. Kwoh, Mr. Chan Ching Sui.

Mr. Ng Chang Lak, Mr. Kan Chin Nam.

Chief Manager ... Mr. Kan Tung Po.

Asst. Manager ... Mr. Li Tze Fung.

BRANCHES & AGENCIES—

LONDON, NEW YORK, SAN FRANCISCO

SHANGHAI, YOKOHAMA, KOBAYAMA

KOREA, NAGASAKI, SAIGON

SINGAPORE, PENANG, HANKOW

TIENTSIN, MANILA, BATAVIA

SAMARANG, SOERABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of 2 per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per annum

For 6 months at the rate of 4 1/2 per annum

For 12 months at the rate of 5 1/2 per annum

For 24 months at the rate of 6 1/2 per annum

For 36 months at the rate of 7 1/2 per annum

For 48 months at the rate of 8 1/2 per annum

For 60 months at the rate of 9 1/2 per annum

For 72 months at the rate of 10 1/2 per annum

For 84 months at the rate of 11 1/2 per annum

For 96 months at the rate of 12 1/2 per annum

For 108 months at the rate of 13 1/2 per annum

For 120 months at the rate of 14 1/2 per annum

For 132 months at the rate of 15 1/2 per annum

For 144 months at the rate of 16 1/2 per annum

For 156 months at the rate of 17 1/2 per annum

For 168 months at the rate of 18 1/2 per annum

For 180 months at the rate of 19 1/2 per annum

For 192 months at the rate of 20 1/2 per annum

For 204 months at the rate of 21 1/2 per annum

For 216 months at the rate of 22 1/2 per annum

For 228 months at the rate of 23 1/2 per annum

For 240 months at the rate of 24 1/2 per annum

For 252 months at the rate of 25 1/2 per annum

For 264 months at the rate of 26 1/2 per annum

For 276 months at the rate of 27 1/2 per annum

For 288 months at the rate of 28 1/2 per annum

For 300 months at the rate of 29 1/2 per annum

For 312 months at the rate of 30 1/2 per annum

For 324 months at the rate of 31 1/2 per annum

For 336 months at the rate of 32 1/2 per annum

For 348 months at the rate of 33 1/2 per annum

For 360 months at the rate of 34 1/2 per annum

For 372 months at the rate of 35 1/2 per annum

For 384 months at the rate of 36 1/2 per annum

For 396 months at the rate of 37 1/2 per annum

For 408 months at the rate of 38 1/2 per annum

For 420 months at the rate of 39 1/2 per annum

For 432 months at the rate of 40 1/2 per annum

For 444 months at the rate of 41 1/2 per annum

For 456 months at the rate of 42 1/2 per annum

For 468 months at the rate of 43 1/2 per annum

For 480 months at the rate of 44 1/2 per annum

For 492 months at the rate of 45 1/2 per annum

For 504 months at the rate of 46 1/2 per annum

For 516 months at the rate of 47 1/2 per annum

For 528 months at the rate of 48 1/2 per annum

For 540 months at the rate of 49 1/2 per annum

For 552 months at the rate of 50 1/2 per annum

For 564 months at the rate of 51 1/2 per annum

For 576 months at the rate of 52 1/2 per annum

For 588 months at the rate of 53 1/2 per annum

For 600 months at the rate of 54 1/2 per annum

For 612 months at the rate of 55 1/2 per annum

For 624 months at the rate of 56 1/2 per annum

For 636 months at the rate of 57 1/2 per annum

For 648 months at the rate of 58 1/2 per annum

For 660 months at the rate of 59 1/2 per annum